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367 • January 2004

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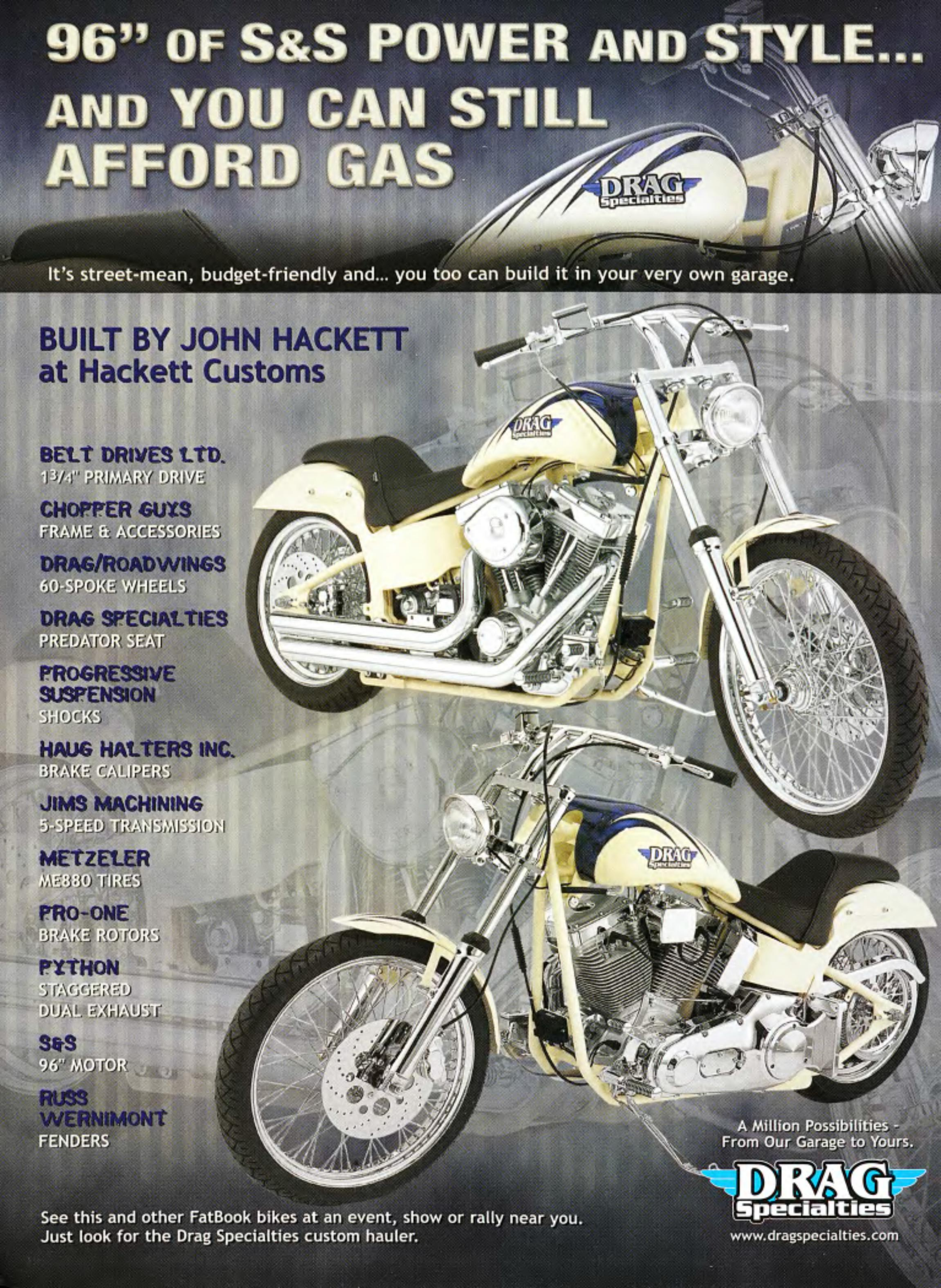

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TakingItEasy

A woman was riding a subway train in Boston during the morning rush hour. With no seats available, she stood, holding the strap. Pretty soon she was dripping—a lot. Then a baby fell out from beneath her skirt and slid around on the subway's floor. At first **she acted as though nothing had happened,** then finally picked up the child, turned down offers of help and nonchalantly continued the ride. She left at the next station (stopping only to pick up the placenta when it fell to the floor of the car) and subsequently reported to a hospital where the baby was in good condition. But as you might imagine, the mother was referred for a mental health evaluation (Talk about a head fulla snakes...).

If lawyers don't already set your teeth to grinding, here's something to get you going. **(1)** In a $350 million settlement between AT&T and customers overcharged on telephone leases, lawyers got $84 million and customers got back $15 - $20 each. **(2)** In a recent settlement between Sears and customers with improperly done wheel balancing, lawyers got $2.45 million and customers got $2.50 a tire. **(3)** In a $3.7 million settlement between televangelist Jim Bakker's Praise The Lord Ministries and 165,000 defrauded Christians, lawyers got $2.5 million and each victim got $6.54. **(4)** In a settlement of price-fixing charges against cosmetics manufacturers and retailers, lawyers got $24 million and each customer got a free cosmetic (whoopee!).

A man walked into a Kansas Kwik Stop and asked for all the money in the cash drawer. Apparently, the take was too small so he tied up the store clerk and **worked the counter** himself for three hours until police showed up and grabbed him.

Some people who were new to boating took their brand-new 22-foot boat to a lake. But hard as they tried, they couldn't get it going very well. It was very sluggish in almost every maneuver, no matter how much power was applied. After about an hour of trying to make it go, they putted to a nearby marina, thinking someone there could tell them what was wrong. A thorough check revealed everything topside was in **perfect working condition.** The engine was fine, the out drive went up and down and the prop was the right size and pitch. So one of the marina guys jumped in the water to check underneath. When he came up he was laughing so hard he could barely speak. Under the boat, still strapped securely in place, was the boat trailer.

A shoplifter cleverly removed security tags from clothes he was walking out of the store with, but the **alarm went off anyway** because he had put the removed tags in his pocket.

This guy robbed a bank but was immediately tackled by customers. Maybe they became suspicious of him after noticing that he was **wearing a mask and hooded sweatshirt** while waiting for the bank to open and while waiting in line for a teller to rob.

Did you know that—you need to drive at 173 mph to avoid a speed camera; there are 2,598,960 possible five-card poker hands; an adult gorilla has a 2-inch penis; the earth weighs 6,588,000,000,000,000,000 tons; at any one time 0.7% of **the world's population is drunk;** there are three golf balls lying on the moon.

Have you ever wondered what goes on at government meetings? (I know, probably not.) A town meeting in Massachusetts was divided into those wearing perfume or aftershave, those who never do, and those who never do but forgot and wore some that day. And a town council (also in Massachusetts) was **split on whether to open the meeting** with the Pledge of Allegiance and spent nearly an hour debating such issues as whether the meeting might already be "open" and thus could not "open" with the Pledge. And last but not least, a council in Texas debated whether the mayor could use an economic development grant to buy a huge steel and fiberglass hippopotamus as a town business mascot. (And the taxpayers pay all these guys.)

A heroin-cocaine addict, brought to a hospital after an overdose, said it was **the hospital's fault** that she shot up again in her bed because the hospital staff let in the visitor who supplied her.

A judge had to declare a mistrial in whether videos like *Extreme Maximum Hardcore, Vol. 7* were illegally "obscene." It seems **one of the jurors fell asleep** watching it, which might be seen to be powerful evidence of "community standards."

Here are a few more statements found on insurance forms where car drivers tried to summarize the details of an accident in the fewest words possible:

"I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment."

"I had been driving for 40 years when I fell asleep at the wheel and had an accident."

"The pedestrian had no idea which direction to run, so I ran over him."

"The indirect cause of the accident was a little guy in a small car with a big mouth."

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 367 • JANUARY 2004

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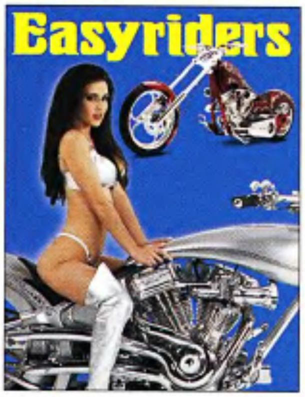

Paul Yaffe's new Double Trouble and Jessica Jaymes by Butch Lassiter. Camel bike by Michael Lichter. Special imaging by Bryan Ferguson.

The next liver-quiverin' issue goes on sale January 6th, 2004. **Printed in the USA.**

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WordMonger

What's Up?

Great October issue.

I own a '02 H-D Deuce and am paying Progressive Insurance $360 a year for 100-300-100. Last week they quoted me $1,800 for the same coverage on my just-ordered 2004 Texas chopper.

For someone with no accidents, tickets, or claims in 20 years and for a customer already insuring four other vehicles for over two grand a year, the agent could give me no reason other than, "It's not in the blue book." But when I asked for a quote on the Big Dog chopper, the same coverage was only $900 a year. What the hell's up with that? These fuckers are out of control.

Jeff Ryan
Cyberspace

Your American IronHorse Texas Chopper IS in the Kelly Blue Book. However, because of the bike's specs and depending on what state you live in, it's gonna cost ya. For a better exxplaination on it, check out our July '03 issue (No. 361).

A Piece of Her Mind

I was dismayed when I read Tripper's (who obviously thinks of himself as an old-school biker god) piece in "Readers Rides" (Oct. '03 issue). He chose to harangue a poor guy (Mark Campiola) about his 2000 Fat Boy. Without your readers, you'd be nowhere. It's unfair of you to disparage anyone's ride just because it's not a $30,000-$50,000 custom that no one could ride anyway.

Your first "Readers Ride" in this issue is basically stock with a hot pink paint job! Oh, yeah, the rider is a beautiful woman with a gorgeous dearskin jacket and awesome boots. I suppose being the wife of Sonny Nutter helped some too. As did her cleavage. Come on! Most of us who ride really love our bikes even if all we've changed is the paint and cams.

Who are you to go on and on in such a nasty way about someone's pride and joy. Are you trying to discourage people from sending in photos or are you just "custom" snobs and can't help being such insulting buttheads? Do you just feel superior to everyone else because you can print what you choose and choose to ignore what you want?

You need to be reminded that my subscription and others like it allow you this freedom. Don't abuse it.

Connie Rommel
Arkansas

You're absolutely right, and we have forced Tripper to be locked in his office while we play Elton John's "Tiny Dancer" over and over and over until his ears bleed. He says that he was just kidding Mark about his scoot but it did come off as mean spirited. You'll be happy to know that we are going to feature Mark's Fat Boy in our sister publication, V-Twin.

Even Talked to His Priest

Well, gee, folks, I don't know where to begin. I tried to talk to my priest about it but didn't have the nerve. Then I went to my shrink and was just about to get it out when I fainted. Your wonderful mag has such an open forum that I thought the extra air space might help me to vent. So here it goes. I'll get it out and say it quick so I won't have to suffer inside anymore.

I have ridden my motorcycle from one stop light to another with the heel of my boot laying on my extended forward controls. There, I said it. I got it out. I feel like a new man of all of a sudden, like a 100-lb. weight has been lifted off my shoulders. I don't know what came over me that day! I was stopped at the traffic light when it turned green. I accelerated smoothly down the block and my feet (yes, it was both of them) just sort of made my legs stretch out and my heels ended up on my forward controls just before approaching another traffic light that was red. As I stopped, I realized what I had done and could feel my face getting redder than the traffic light. And you know what the worst part was? I think somewhere deep inside for one brief shining moment I thought I was cool. Now that I know that I really looked like a dork, I'm able to repent and get on with my life.

Mike Sewchol
Free in South Park,
Pennsylvania

Thanks for letting us know, Mike. Glad we could be of help in the venting department.

Miffed in The Midwest

Just a quick reply to "Harley rider in Texas." Fuck you, your wife, and the horse you rode in on, you deformed circus midget. Next time you feel the urge to laugh at someone for the way they customize and ride their bike, have the balls to go up and laugh in their face and not behind their back and see how many teeth you walk away with.

Erica Polka
Cyberspace

Just to Educate

More superfluous bullshit here. In your October '03 "WordMonger," Big Clint from Texas, was concerned with the amount of stars on the Confederate flag painted on the "General Lee" bike. The bike had 17 stars, but Clint informed us that there were only 13 Confederate states. Very observant there, Clint, but there were only 11 Confederate states. Two states (Kentucky and Missouri) were represented on the battle flag not because they had seceded, but because of the great number of volunteers from their states that fought for the Confederacy. Sorry—I wouldn't want a "brother" to go on misinformed.

J.T. Watson
Bonaire, Georgia

Going Crazy

I've been away from my Sportster for four months now, and I'm starting to go a little crazy. I was feeling the urge to steal some Iraqi's piece of shit bike just for a joy ride. Luckily, my wife sent me your mag before I did anything stupid. Well, it's falling apart but still getting thumbed through. Whenever I'm working with the locals, I let them use the magazine to practice their English. What better way to discourage terrorism and make new friends than showing them some badass bikes like the Flying Pan. Oh yeah, the chicks get some attention too. Thanks for a great magazine.

Sgt. Fetters
Iraq

Morale Booster

I'm sending you this photo, hoping you'll stick it in your rag. The photo is of my friend Jordan (holding your rag) and his buddy from the 238th transport company. They are currently serving over in Iraq, and it would be a great boost of morale if they could see it in print.

I hope all of our brave men and women make it home safely. Keep your head down, Jordy, and be safe.

Scott Southwick
Easthampton, Massachusetts

Footwear Comments

Just got the latest issue of your rag here at the shop and happened to catch this letter from Pete "the Polak" in Massachusetts. My response to this genius is to ask the question as to when being a biker has been dictated by one's choice of footwear. I happen to know a lot of people who are bikers and who ride in sneakers, me being one of them. I guess I missed the page in the "official biker handbook" about having to wear a specific style of shoes.

I work on bikes all day long and standing around in a pair of cowboy boots or whatever this guy's preference seems to be just doesn't cut it. I happen to work in shorts most of the time too. Of course I'm not one to give a rat's ass about what someone thinks of my fashion choices anyway, least of all someone named Pete "the Polak."

Now for the really big sin. I've been seen around town test riding bikes in shorts and sneakers! Again, I'm not sure any of this disqualifies me from being a "biker." Since I've been riding on two wheels since I was 5 and have been a bike builder for the past 15-plus years now, I'd have to think those things might outweigh my footwear choice.

Joe Cree
California Customs

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JOHN VENTRIGLIA'S CLASSIC PANHEAD CHOPPER

RE-BLAST FROM THE PAST

Firestone, Flanders, Morris Magneto, Bates...the words themselves teleport you back to the 1960s when choppers ruled and "gnarly" more than rhymed with Harley. To replicate this truly classic panhead chopper, its designer and owner John Ventriglia stepped back through the custom bike time tunnel to hunt up a list of NOS components and emerged with what you could aptly call a "retro-classic."

With more than a little help from his friends, John's created a bike that resonates with a unique charisma and radiates a nostalgic patina. In other words, this hardtail pan's got what they call "presence."

John tells us that the bike was inspired by a mid-60s custom and based on photos taken by chopper historian Buck Lovell. Both John and Buck work at Rivera Engineering/Primo Belt Drive, a company founded in 1973 by industry icon Mel Magnet and which today provides over 7,000 parts for Harley motorcycles. In other words they've got plenty of pieces to make a motorcycle and John has the experience to wrench

together about anything he has in mind.

As John tells it, the pan project started with Buck: "He's a nut for those kinds of bikes and had gotten a retro Swedish frame in trade for some camera work. I always wanted to build a bike like this after he showed me the old photos. Since he had no plans for the frame it passed into my hands and we started hunting up pieces over the next six months."

Word soon spread about John's labor of love and more parts began materializing with John's longtime friends chipping in like an old-style community barn raising. For example, a pair of original Goodyear tires still wrapped in paper appeared. Then Tom Prewitt at Damon's heard John was looking for a Triumph front

fender. "Tom handed me this fender, brand new, and said here, just take it," John recalls.

The made-in-England tire rims came out of Vince's Antique Cycle who also double-checked the springer front end. The brand new piece, also still in its wrapper, was found at Bill's Antique Parts in Pennsylvania.

Another source was Kick Start MC in Michigan, which supplied more hard-to-find-parts. And those Star hubs were laced up at another industry classic, Buchanan's.

As for the frame, a close match to the original '60s issue, John left in place the sidecar mounts to maintain its special personality and had another industry veteran Mondo Durame plate the springer front end.

Meanwhile, the original Bates seat was unearthed in the attic of another friend Dennis Philipie and was then sent over to Bob LePera of LePera Seats for some upholstery rejuvenation.

After accumulating his treasure trove of parts, John brought them over to his good friends Dick and Peggy Ellavsky at Atlas Precision. "It was such a help being able to build it there," John says. "I had the photo and the pieces and explained what I had in mind. Dick would have the answer to any question I might have since he had been there, done that. I was in hardware heaven sitting in the midst of bins of Gardner-Westcott with access to exactly the right nut and bolt and washer needed."

Dick also made the sissy bar, mounted the seat and gas tank and helped bring it all together. The bike has a 93-inch STD panhead motor beefed up by another veteran, Bob Bianchi of Bianchi Motors in San Francisco, while Dave Mackie did the headwork.

"I went for the STD motor because I wanted a panhead but not an old one with the problems of metal fatigue," John explains. "The STD motor has improvements like the three-bolt flange on the head to prevent leakage."

Another important attention to detail was the placement of the pipes relative to the bike's frame. As John pointed out, most people run the pipe along the lower frame member but he adhered to the '60s look where the pipe ran just above the frame so you could see it. Dick at Atlas Precision fabricated those pipes but getting the right megaphones proved a little problematic.

"We ended up just making them ourselves," John says.

"Another friend of mine Rick Mead

found me an original Triumph megaphone from which we duplicated the pieces." (Now available through the Rivera catalog.)

What's it feel like to ride the bike? "It's fun but you gotta be careful," John says. "It helps keeping a lower rear tire pressure but it's a hardtail, so it's a two-handed bike. But it is neat and sounds good and turns heads, especially heads of the old-timers who can tell what's coming just by the sound."

They say what goes around comes around and, 30 years later, that rings true since Dick at Atlas and painter "Crazy Art" Fullington had helped John build his first Harley and were again the craftsmen instrumental in making this bike happen.

"It was really neat for all of us," John says summing up the yearlong effort. "Most of the people who contributed to this bike are at least 50, so we all really appreciate what this bike means.

—Paul Garson

Special thanks to the legendary William "Wishbone" Fitzgerald, long-time panhead rider and hardcore biker from San Francisco for his expertise and inspiration. Ironbutt Fitzgerald can outride most of today's weekend warriors on his panhead, "Big Black," putting hundreds of miles on the odometer every weekend.

Owner:	John Ventriglia
City:	SoCal

General

Designer:	owner
Fabrication:	Atlas Precision
Year/make:	60s-style bobber
Model:	chopper
Assembly:	owner
Time:	one year plus
Chroming:	GB Plating/ Precision Plating

Engine

Year:	2003
Model:	STD panhead
Rebuilder:	Bianchi Motors
Ignition:	Morris Magneto
Displacement:	93 cubic inches
Lower end:	S&S
Balancing:	Bianchi Motors
Pistons:	S&S
Heads:	Dave Mackie
Cam:	Leinweber
Lifters:	JIMS
Carb(s):	Rivera 2-inch SU
Air cleaner:	Rivera
Pipes:	Atlas Precision
Mufflers:	Rivera

Transmission

Year:	1970
Modifications:	Andrews gears/ Primo belt drive
Shifting:	foot

Painting

Painter:	"Crazy Art" Fullington
Color:	double shiny red
Type:	acrylic
Special paint:	yes it is!

Frame

Year:	early-style
Type:	rigid wishbone
Rake:	stock
Stretch:	none
Shocks:	hardy har har
Modifications:	molding by Bob Cota

Accessories

Bars:	Atlas Z bars
Risers:	dogbones
Handlebar controls:	Flanders
Fenders:	Triumph front used on rear
Headlight:	Bates
Taillight:	custom sidemount by Atlas
Speedo:	Kick Start MC
Pegs:	Anderson
Electrics:	Kurt
Gas tank:	Harley-Davidson
Oil tank:	Harley-Davidson
Oil system:	S&S oil pump
Seat:	Le Pera/Bates solo
Sissybar:	Atlas Precision
Grips:	rubber

Forks

Type:	Harley-Davidson springer
Extension:	stock
Builder:	Harley-Davidson
Special Features:	NOS parts/ show chromed by Mondo Durame

Wheels

Front

Size:	21 inches
Wheel:	English drop center rim
Tire:	Avon Speedmaster
Brake:	Harley-Davidson mechanical

Rear

Size:	16-inch
Wheel:	Harley-Davidson Star hub with Firestone rim
Tire:	original 16-inch Goodyear
Brake:	H-D
Photographer:	John Wycoff

I JUST KNOW I'M GOING TO FIND SOME ACTION IN A SKIRT TONIGHT!
HIGHLANDERS
FROM HELL
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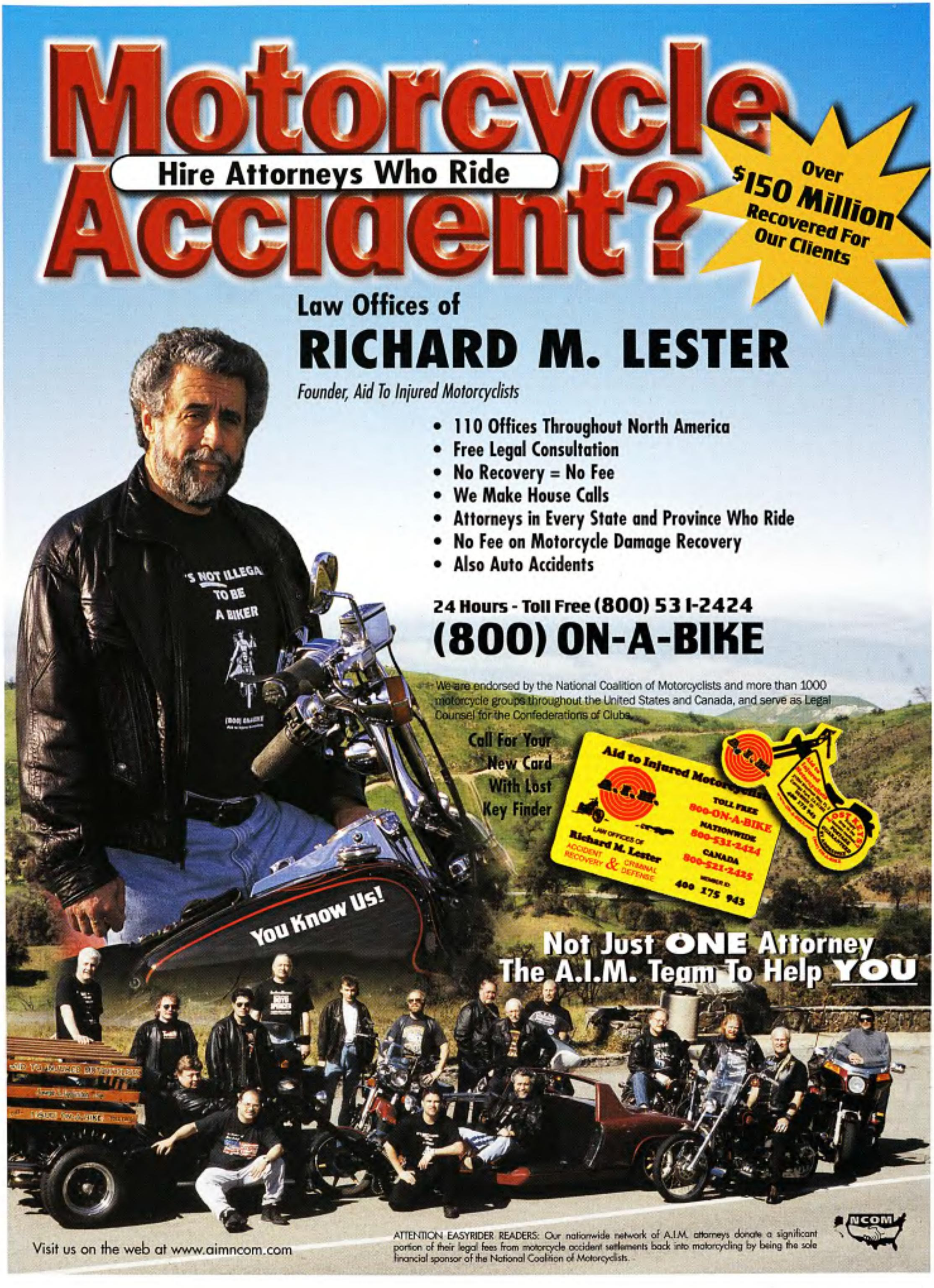
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PartsBox

Pint-Sized Motorcycles

Ozbike manufactures street legal, small-scale motorcycles. Ozbike motorcycles feature disc brakes with steel braided brake lines, 13-inch aluminum wheels, 35mm inverted Showa front suspension, 150cc electric start engine and a 5-speed transmission. Ozbike tells us they don't use plastic or fiberglass components in the making of their motorcycles.

With a base price of $4,800, Ozbike's bikes come with straight handlebars, your choice of color for the fenders and fuel tank, powdercoated frame in black, blacked out front suspension. Customizing options are also available.

Call Ozbike at 786-277-1754 for more information or visit their Web site at www.customminibike.com.

Hallcraft's New Monster Wheel

Hallcraft's Industries Corp. is now cranking these out. They come in 18-x-10.5-inch for the new 280-series Metzeler tire. This awesome monster is available in 80-, 100- or 200-spoke configurations for the custom bike builder.

For more info contact Hallcraft's Industries Corp. at 940-668-0771 or ride the Web and visit the company's Web site at www.hallcrafts.com.

S100 Detailing Set

The new S100 detailing set contains 25 detailing swabs, so flexible they can bend 90 degrees to get to the most out-of-reach recesses of your bike. Also included in the set is a supersoft cotton polishing cloth.

Suggested retail price is set at $8.95. The sets are available through your Harley-Davidson dealer.

Climax Cycle Control Systems

Climax Cycle Control Systems (CCCS) recently developed two new patented handlebar/control systems that were specifically designed to fit all V-Rods.

Both these complete systems are built around the stock gauge cluster, allowing for easy installation. Contact CCCS to find out more about their integrated controls systems at 702-438-2129 or on the Web at www.climaxcycle.com.

Panoptx's Cyclone Googles

The Cyclone wearer will enjoy reduced vibrations during all riding activities, enhanced venting system for high-fog conditions, and expanded peripheral view. The Cyclone retails for $95 with standard lenses and $170 with Day/Night lenses.

Go to www.panoptx.com for info.

SuperTrapp's Mean Mothers Drag Pipes

SuperTrapp's new Mean Mother drag pipe lineup for 2004 was designed to offer outstanding power, looks and sound, the company says. It's now available for a broader range of Harley-Davidson applications, including Dyna Glides. The new Mean Mothers feature added refinements for easy installation along with a proven design that SuperTrapp claims outperforms similar drag pipes.

SuperTrapp says their Mean Mother pipes not only provide distinctive sound quality, but also beat out the competition in the performance category as well with up to 12% added horsepower over tested competitive pipes. The chrome-plated 2.5-inch outer pipes cover a 1.75-inch stainless steel inner pipe that step up to 2.25 inches for improved performance results. Harley-Davidson applications for SuperTrapp Mean Mothers include '91-'04, FXD Dyna Glide models and retail starting at $575.

For more information, contact SuperTrapp at 216-265-8400.

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MIRROR 22.48 up
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MARKER LITES 29.84 up
SPEEDOMETERS 28.70 up
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"GEL" 540 amp 148.84
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DASH KITS 79.73 up
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1982-95 139.84 up
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SWINGARM 1189.92 up
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SOFTAIL® 230 WIDE 1836.52 up
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1 PC. STRETCHED TANKS 212.44 up
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PULLEY COVER 19.38 up
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CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
FRAME COVERS 27.54 up
TAPPET BLOCKS
SHOV 81.33 up
EVO 97.94 up
BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS
BLACK 106.66
CHROME 116.46
FRT FENDERS 23.46 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
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STOCK 39.94 up
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1 for the team

ROB'S RADICAL LOWLIFE

Fifteen years of making magical motorcycle metal is how Rob Roehl got hooked up with the skills he needed to churn out this rigid Redneck Engineering roller.

Rob's dad was a boat racer and had a good friend named Donnie Smith, who was already a legendary bike builder, even back in those days. Rob's dad used to take him along when he went to hang out with Donnie, and Rob would have fun messing around with metal. Those trips to the nearby town of Blaine, Minnesota, have come to be more meaningful to Rob than his dad could have imagined.

One thing led to another and there was a day when Rob said, "Donnie, maybe I'll just come to work for you full time."

Of course, Donnie said, "Right on!"

Through all the good times and good friends, there were lots of really cool bikes built, like this one, which is dedicated to the team that made it possible. A kind of tribute bike for all the guys at Donnie Smith Custom Cycles.

Rob had a concept that started with some of the best parts available and took them all to the maximum. Vince and Mark at Redneck Engineering shipped out this really nice Lowlife chassis, and had no idea it would get beaten "like a redheaded stepchild," so that it would hold all the slightly tweaked goodies Rob was planning.

A talented six-man team thrashed on this very special bike until they each had

a chunk of Rob's chopper to call their own. Greg Gaspard acted as the absolute wizard of assembly. Don Tima, the resident motor guru, took the already awe-inspiring Kendall Johnson modified S&S 124-cubic-inch motor to an even higher level of performance and aesthetics, as well as doing a number on the bike's wiring to keep it super clean.

Don's brother Lee pulled the night-shift, doing all the chores that the daytime crew didn't want to tackle. Shop machinist John Galvin was Rob's "go-to guy" whenever there was the need for a special bracket or part modification. Scott Latender did a fabulous job of molding in the metal that Rob wrought.

Lastly, Lenny Schwartz mixed up the Krazy Kustom flash from House of Kolor along with pointing Rob in the direction of some very nicely variegated silver-leaf graphics for a hint of that cool old-school flavor. We dig it.

Rob has always had a red bike, and although no one close to him could believe it, his Kandy lime bike is so sweet everyone wants a taste.

It's almost impossible to find a team of guys who can work as many as 90 hours

a week together without any egos and attitudes getting in their way. The impeccable quality of the 12 to 15 bikes they build each year are a testament to the brotherhood they share.

Riding together is a big part of what makes this team what they are. The pride they all share in their craftsmanship is a result of the respect they have developed for each other over the years. That's the way it ought to be.

We hear that there's an extremely long bike on the lift for Rob's next trick, and we want tickets to that magic show.

—Cheeseit

Owner: ....Rob Roehl
City: ....Champlin, Minnesota

General

Fabrication: ....Rob Roehl
Year/make: ....2002 Redneck Engineering
Model: ....Lowlife
Assembly: ......Rob Roehl/Don Tima
Time: ....6 months
Chroming: ....Pat Obinger

Engine

Year: ....2002 S&S Super Sidewinder
Rebuilder: ....Kendall Johnson/ Don Tima
Displacement: ......113 cubic inches
Cam: ....Kendall Johnson
Carb: ....S&S Super G
Pipes: ....Rob Roehl

Transmission

Year/make: 2002/Baker

Painting

Molding: ....Scott Latender
Painter: ....Scott Williams
Color: ....Lime Time green
Type: ......House of Kolor urethane, custom blended by Lenny Schwartz at Krazy Kolors
Special paint: variegated silver leaf

Frame

Year/make: ....2002/Redneck Engineering
Type: ....Lowlife
Rake: ....42 degrees
Stretch: ....5 inches

Accessories

Handlebars: Donnie Smith Custom Cycles
Handlebar controls: ....Performance Machine
Fenders: ....Rob Roehl
Headlight: ......Custom Chrome Inc
Taillight: ....Donnie Smith Custom Cycles
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: ....Rob Roehl
Oil tank: ....Redneck Engineering
Seat: ....Keith Nybo
Mirrors: ....Custom Chrome Inc
Grips: ....Custom Chrome Inc

Front end

Type: ....'39-style narrow glide
Builder: ....Harley-Davidson

Wheels

Make: ....Redneck Engineering
Size: ....2.25-x-19-inch front, 9.0-x-18-inch rear
Tires: ....Avon
Brakes: ....GMA rear/Exile front
Special features: ....Front end mods by Race Tech
Photos: ....Michael Lichter

Happenings

ALASKA
HOG Christmas Party
Date: Dec. 19
Place: Anchorage
Info: HOG Hotline
907-566-0999

HOG Christmas Party
Date: Dec. 20
Place: Rivers Edge Hall, Fairbanks
Info: HOG
907-490-0375

New Years Eve Party and Awards
Date: Dec. 31
Place: Decanter, Kasilof
Info: 907-283-2655

New Years Eve Party
Date: Dec. 31
Place: Birchwood Saloon
Info: 907-688-2827

ARIZONA
W. Steven Martin Police Toy Run
Date: Dec. 14
Place: Pinal County FGs
Info:
www.cyclequest.com

35th Annual World of Wheels
Date: Jan. 2-4
Place: Phoenix Civic Plaza
Info: 602-708-3024

MDA Benefit Blast
Date: Jan. 4
Place: Hacienda H-D, Phoenix
Info: 480-905-1903

CALIFORNIA
ABATE Toy Run
Date: Dec. 14
Place: Burbank
Info: 818-344-4656; 818-244-9898

Tijuana Toy Run
Date: Dec. 14
Place: Chula Vista
Info:
619-420-7000
www.southcoastharley.com

Easyriders Bike Show
Date: Jan. 3
Place: Pomona Fairplex
Info: 800-962-9857
www.easyridersevents.com

Easyriders Bike Show
Date: Jan. 17
Place: Sacramento Convention Center
Info: 800-962-9857
www.easyridersevents.com

Long Beach Cycle Show and Swap Meet
Date: Jan. 25
Place: Long Beach Veterans Stadium
Info: 714-557-1846
www.toppingevents.com

"N-I-C-E T-I-T-S"

Long Beach Cycle Show and Swap Meet
Date: Feb. 22
Place: Long Beach Veterans Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
Annual Toy Drive
Date: Dec. 13
Place: Parker
Info: 303-840-0972

ABATE Toy Give-a-way
Date: Dec. 13
Place: District 12
Info: 719-684-9775

Toy Run for Children's Hospital
Date: Dec. 14
Place: Aspen Grove Shopping Center, Littleton
Info: 303-703-2885
www.rmh-d.com

Easyriders Bike Show
Date: Jan 17
Place: Denver Convention Center
Info: 800-962-9857
www.easyridersevents.com

26th Anniversary M/C Show and Swap
Date: Jan. 31-Feb. 1
Place: Denver National Western Stock Show Complex
Info: 303-838-4504; 719-269-1721

14th Annual Spring Super Show and Swap Meet
Date: Feb. 14-15
Place: Southern Colorado Expo, Colorado Springs
Info: 719-487-8005
www.propromotions.com

12th Annual Colorado Tattoo Competition
Date: Feb. 15
Place: Southern Colorado Expo, Colorado Springs
Info: 719-487-8005
www.propromotions.com

FLORIDA
Daytona Bike Week
Date: Feb. 27-Mar. 7
Place: Daytona
Info:
www.daytonachamber.com

GEORGIA
West Toy Run
Date: Dec. 14
Place: ABATE District 4
Info: 770-436-0823; 404-663-2392

ABATE New Years Eve Party
Date: Dec. 31
Place: Atlanta Airport area
Info: 404-294-8900

ILLINOIS
Polar Bear Run
Date: Jan. 1
Place: Paris
Info:
www.heritagetrailabate.homestead.com

Motorcycle Parts Extravaganza
Date: JAN. 4
Place:Belle-Clair Fairgrounds, Bellevile
Info: 217-864-9540
www.bg-promotions.com

Motorcycle Parts Extravaganza
Date: FEB. 1
Place:Will County Fairgrounds, Peotone
Info: 217-864-9540
www.bg-promotions.com

Motorcycle Parts Extravaganza
Date: MAR. 21
Place: Exposition Gardens, Peoria
Info: 217-864-9540
www.bg-promotions.com

INDIANA
ABATE Toys for Tots
Date: Dec. 13
Place: ABATE St. Joseph
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 13
Place: ABATE Jasper/Newton Co.
www.abateofindiana.org

KENTUCKY
Easyriders Bike Show
Date: Feb. 7
Place: Convention Center, Louisville
Info: 800-962-9857
www.easyridersevents.com

LOUISIANA
Magnolia School Toy Run
Date: Dec. 14
Place: Avondale Truck Stop
Info: 877-261-2258
www.abateoflouisiana.org

MAINE
UMB Piscataquis Christmas Dance
Date: Dec. 12
Place: Guilford
Info: Al 207-695-2457

MARYLAND
Annual Christmas Dinner
Date: Dec. 12
Place: St. Mary's County ABATE
Info: 301-884-0267
www.abate-of-maryland.org

Springfield Hospital Ride
Date: Dec. 14
Place: Carroll County ABATE
Info: 410-876-2778
www.abate-of-maryland.org

MISSOURI
A0775
Easyriders Bike Show
Date: APR. 3
Place: Bartel Hall, Kansas City
Info: 800-962-9857
www.easyridersevents.com

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Sat. Jan. 24, 2004, 12 - 6PM
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123 E. Main St., Rochester, N.Y.
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Info: ABATE of Monroe County, N.Y.
585-234-0895,
www.skinandsteel.com

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 24
Place: Charlotte Convention Center
Info: 800-962-9857
www.easyridersevents.com

OHIO
Christmas Party
Date: Dec. 13
Place: ABATE Warren Co.
www.region5abate.com

ABATE Christmas Party
Date: Dec. 13
Place: Madison County
region9abateofohio.com

Easyriders Bike Show
Date: Feb. 13-15
Place: Vet's Memorial, Columbus
Info: 800-962-9857
www.easyridersevents.com

OREGON
ABATE North Coast Toy Run
Date: Dec. 13
Place: Astoria
Info: 503-325-6686
www.abateoforegon.org

Salem Toy Run
Date: Dec. 14
Place: Salem
Info: 503-371-7550

Eugene Mission Christmas Benefit Run
Date: Dec. 14
Place: Eugene
Info: 541-746-7836

ABATE South Coast Toy Run
Date: Dec. 14
Place: ABATE South Coast
Info: 541-888-8081

Easyriders Bike Show
NEW VENUE
Date: Jan. 10
Place: Oregon Convetion Center, Portland
Info: 800-962-9857;
www.easyridersevents.com

SOUTH CAROLINA
Charleston Motorcycle Week
Date: Apr. 14-18
Place: Charleston
Info: www.charleston-motorcycleweek.com

TENNESSEE
Easyriders Bike Show
Date: Jan. 31
Place: Memphis Cook Convention Center
Info: 800-962-9857
www.easyridersevents.com

TEXAS
18th Annual Big Texas Toy Run
Date: Dec. 21
Place: Fort Worth-Sundance Square & Dallas in the West End
Info: 817- 261-380
www.theBigTexasToyRun.com

Easyriders Bike Show
Date: Mar. 20
Place: Dallas Fairpark
Info: 800-962-9857
www.easyridersevents.com

UTAH
Sub For Santa
Date: Dec. 14
Place: SLC ABATE Barbary Coast
Info: 801-973-0825

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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55	$23.10	$42.88
60	$34.48	$67.59
65	$56.53	$113.31

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Age	100,000	250,000
30	$8.66	$11.81
35	$8.66	$11.81
40	$10.68	$14.66
45	$16.28	$25.38
50	$23.10	$38.72
55	$32.29	$56.88
60	$50.84	$90.56
65	$87.76	$157.28

20 Year Level Premium Term Insurance

Age	100,000	250,000
30	$10.33	$14.66
35	$10.33	$14.66
40	$13.30	$19.69
45	$19.69	$32.59
50	$28.35	$50.31
55	$40.43	$75.47
60	$68.16	$124.03
65	$127.14	$245.00

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Easynews

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EASYRIDERS BIKE SHOWS CENTERFOLD TOUR

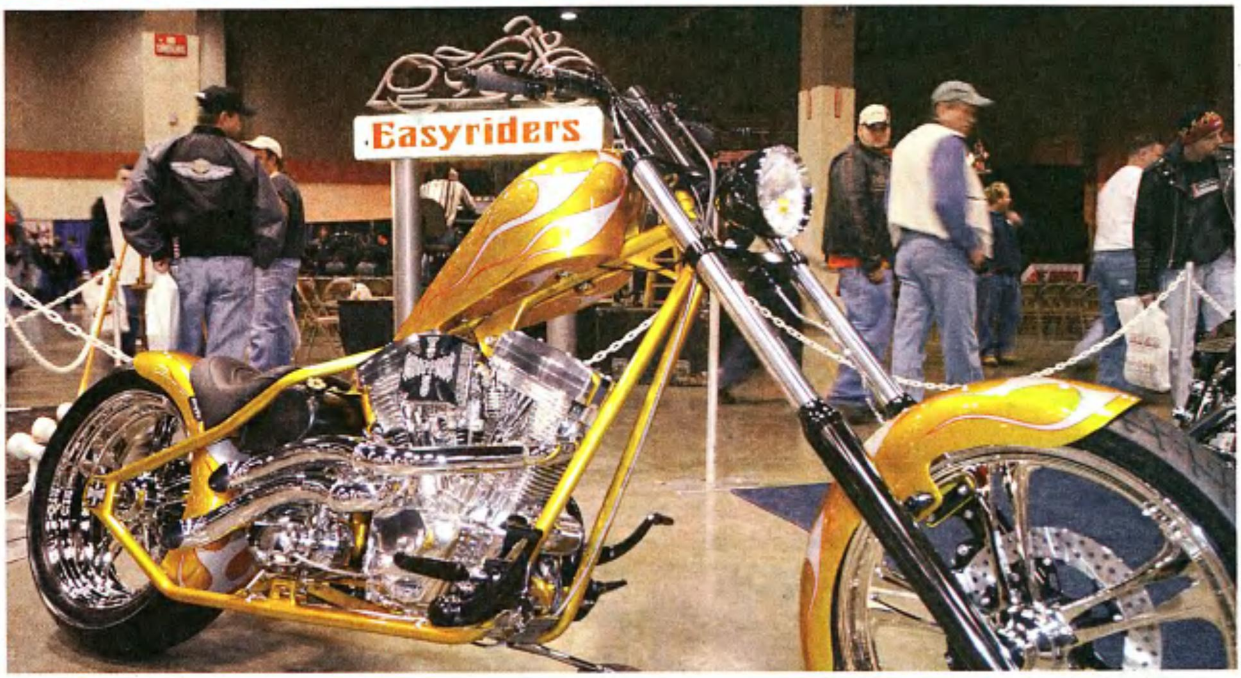

Photo: Chuck Emery

Yes, the Easyriders Bike Shows are coming your way and they are bigger and better than ever! Not only is there a new bike show in Portland, Oregon, but the famous Pomona, California, show is back to kick the whole show season in gear. The BIG news is that this year is our *Easyriders* Centerfold Tour, which means you'll meet some of the world's best master bike builders IN PERSON! That's right, get Paul Yaffe's autograph or a picture with Billy Lane! SEE the latest custom choppers by six of the best builders on the planet. Best of all, the bikes in our Judged class will be judged by the editors of *Easyriders* AND a celebrity master bike builder. Imagine having Eddie Trotta or Kendall Johnson judging your scoot!

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—Capt. Sparrow

SHOW DATES

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Pomona Fairflex

January 10th, Portland, Oregon
Oregon Convention Center

January 17th, Sacramento, California
Sacramento Convention Center

January 24th, Charlotte, North Carolina
Charlotte Convention Center

January 31st, Memphis, Tennessee
Memphis Cook Convention Center

February 7th, Louisville, Kentucky
Kentucky International Convention Center

February 13th, 14th and 15th, Columbus, Ohio
Veterans Memorial

March 20th, Dallas, Texas
Dallas Fairpark

March 27th, Denver, Colorado
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April 3rd, Kansas City, Missouri
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1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30	31	32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
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1999	23	24		26	27	28
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Coast to Coast

Biker News

CONGRESSMAN CHARGED IN BIKER'S DEATH: South Dakota Congressman Bill Janklow has been charged with second-degree manslaughter in the deadly crash that claimed the life of 55-year-old Minnesota motorcyclist Randolph Scott when the legislator ran a stop sign at a rural intersection near Sioux Falls, South Dakota, on Saturday, August 16. Police investigators determined that Rep. Janklow's Cadillac proceeded through the intersection at speeds estimated between 70-75 mph in the 55-mph zone.

Janklow, 63, has a spotty driving record, and at one point during his 30-year political career, the former four-term governor racked up 12 speeding tickets in four years.

During his tenure as governor, the pugnacious Republican was credited with elevating the Sturgis rally into a tourist attraction, and in 2001 he was inducted into the Sturgis Motorcycle Museum Hall of Fame.

In addition to the felony manslaughter charge, which carries a maximum penalty of up to 10 years in prison and a $10,000 fine, Janklow has also been charged with failure to stop, speeding and reckless driving. If convicted of manslaughter, he would lose his authority to vote in the U.S. House of Representatives under terms of the House Ethics Rules.

"ANTI-HELMET" BILL IN WISCONSIN: Wisconsin State Senator Dave Zien is a longtime biker, a founder of the bikers' rights movement in Wisconsin and an active member of NCOM's Legislative Task Force (NCOM-LTF). So it's no surprise that when Wisconsin's high court recently ruled that an injured ATV rider's damage award could be reduced by up to 100% because he wasn't wearing a helmet, Senator Zien stepped up to protect street riders from suffering a similar fate.

On August 26, Zien returned from a Guinness World Record ride through 48 states in eight days to testify in favor of Senate Bill 223, which he sponsored along with six other state senators and 17 state representatives. The bill would prevent courts from reducing damages awarded in lawsuits based on whether

the driver of a motorcycle, all-terrain vehicle or snowmobile was wearing a helmet when an accident occurred. The legislation would effectively nullify the 2002 state Supreme Court decision in Stehlik v. Rhoads that upheld a jury's authority to consider helmet use in awarding damages, according to the Legislative Reference Bureau analysis of the proposal.

The bill does, however, allow the introduction of such evidence in cases against a helmet manufacturer for any alleged product or design defect, or to determine whether a helmet contributed to the personal injury or property damage suffered by another person.

Wisconsin does not have a law requiring adult motorcyclists to wear helmets, but the court's decision created its own de facto helmet law by penalizing riders who don't wear helmets, said David Dwyer, legislative chairman for ABATE of Wisconsin. Dwyer told the *Milwaukee Journal* that the court decision penalizes motorcyclists injured in accidents, even if others are clearly at fault.

The Wisconsin legislature repealed its mandatory helmet law in 1978 after overriding a gubernatorial veto.

"This legislation is necessary to protect those who ride and those who exercise their right to choose whether or not to wear a helmet," Zien said. "Let's let those who ride decide and not allow the court system to implement another mandatory helmet law."

MOTORCYCLE SAFETY NEEDS YOUR HELP: United States Senator Ben Nighthorse Campbell (R-Colo.) has introduced a resolution in Congress to designate May 2004 as National Motorcycle Safety and Awareness Month, but your help is needed to get the measure adopted. Please contact your U.S. senators and request that they support Senate Resolution 168, and make our federal legislators aware of motorcyclists' overwhelming support for this effort.

Although virtually every state and major municipality has issued "Motor-cycle Awareness" proclamations over the past several years, no such congressional resolution has ever been passed to bring national awareness to motorcycle safety.

"Motorcycles have become a big part of the American landscape and occupy a very important position in the history of this nation," said Campbell in introducing S.RES.168. He added that "As we continue to move through the riding season, I will continue to work with my colleagues here in the Senate and motorcycle rights groups such as NCOM, the AMA, MSF, ABATE, and the MRF to find solutions to educate the general motoring public about motorcycle safety and awareness. This resolution is a strong, positive step in the right direction to help achieve this goal."

Campbell has been riding for more than 50 years and has been a champion for motorcyclists' issues on the federal level, including serving on the NCOM Legislative Task Force.

NEW YORK ENACTS "MOTORCYCLE LEMON LAW": Governor George E. Pataki has signed legislation aimed to include motorcycles in New York's "Lemon Law" protections against faulty and defective vehicles.

According to ABATE of New York, the new Motorcycle Lemon Law (companion bills S.4500 and A.5218) will give all buyers of motorcycles the same consumer protections that automobile buyers have. Montana passed a similar law earlier this year.

QUOTABLE QUOTES: "The United States is putting together a Constitution now for Iraq. Why don't we just give them ours? It's served us well for 200 years, and we don't appear to be using it anymore, so what the hell?"

Jay Leno, Host of NBC's Tonight Show

—Bill Bish, NCOM

It's A Gas

Liquid TNT

One of the most essential liquids to human life, our lifestyle anyway, is gasoline. It's also one of the most volatile and dangerous liquids you can handle. Professional fuel suppliers use extreme caution with their operation. They double-ground everything; use non-sparking metals for connectors; all electrical connections are enclosed and spark-proof; anything that creates a flame is kept a minimum of 25 feet away from a fuel source; and all fuel handlers are trained in the proper care of the product.

And yet the average homeowner very often has a small can of this liquid dynamite in their garage, mere feet away from where the family sleeps. The vapors/fumes from only 1 gallon of gasoline has the explosive equivalent of two sticks of dynamite. Fumes lay on the ground and can spread with the slightest breeze and can ignite with a flash point of only 112 degrees. You would rather have a rattlesnake living in your garage.

The pilot light from a gas or hot water heater is a clear and present danger. The start of a small electric motor; a spark from a steel boot nail on a concrete floor; or even static electricity from nylon clothing or a nylon bed-liner in the pickup truck can ignite gasoline fumes. We shouldn't use it, pour it, or store it inside the basement, garage, or any other building. That can of gas you have for the lawnmower should stay out in the yard. An almost empty gas can is a fume-filled bomb waiting for an excuse to go off. Wash it down with a lot of water to neutralize it. Check your bike and car for small leaks regularly. A very small gas leak inside the garage can create a deadly blaze.

Without gasoline, you would be pushing your scoot down the road, or pedaling a 10-speed to Sturgis. Yes, it is a liquid essential to our lifestyle, but we must give the care and caution it deserves. Your life and that of your family could depend on it.

—John Del Santo, Safety Officer, ABATE of CALIFORNIA

Biker P.O.V.

Light 'Em Up!

One of the more humorous interviews that I've seen on satellite TV took place in New York City, when the lights went out. On the very first day, a local news crew went live on the street and asked a biker what he thought of NYC Mayor Michael Bloomberg's promise that he would correct the power outage in just a few hours, which of course, didn't even remotely happen. But the news crew made the sad mistake of interviewing an anti-Bloomberg fan in which there seems to be an abundance of lately.

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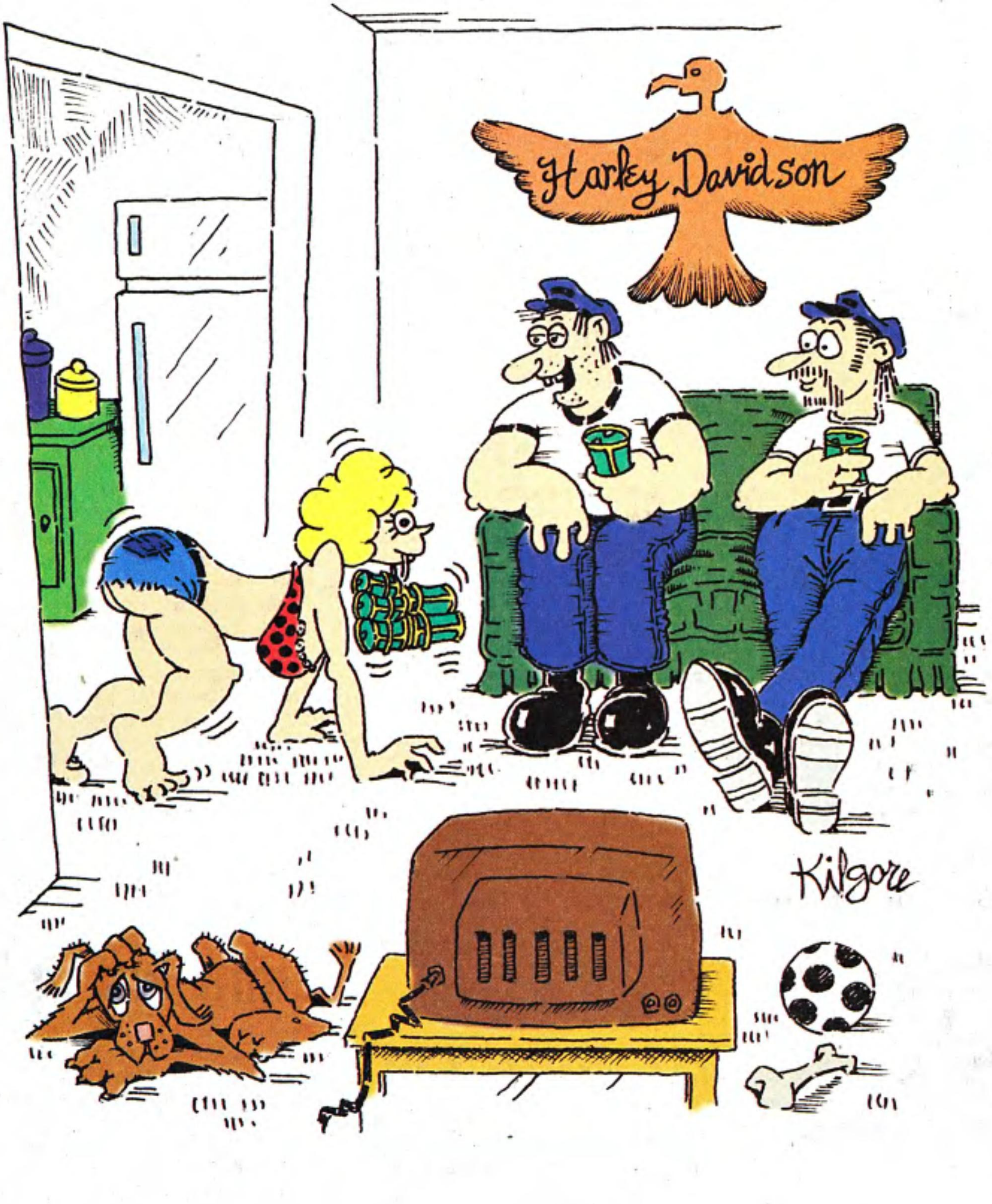

"See, I told you she was well-trained."

Light 'Em Up! CONTINUED

With cameras rolling he responded by saying, "I can't believe that idiot even noticed a power outage, he's too busy chasing people down who smoke." He then "lit up" and told Bloomberg in no uncertain terms to not only come and get him, but what's he gonna do about it? Needless to say, he was cut off, but his message got through loud and clear. Way to go Bro!

Folks, I don't make the news up, I only report it as it is. If ya don't like it go to the "fridge," grab a cold one, and hold on with both hands, 'cause your gonna need 'em when you try to strangle me to death for bringing you such ridiculous dribble. 'Nuff said.

—Twiggy

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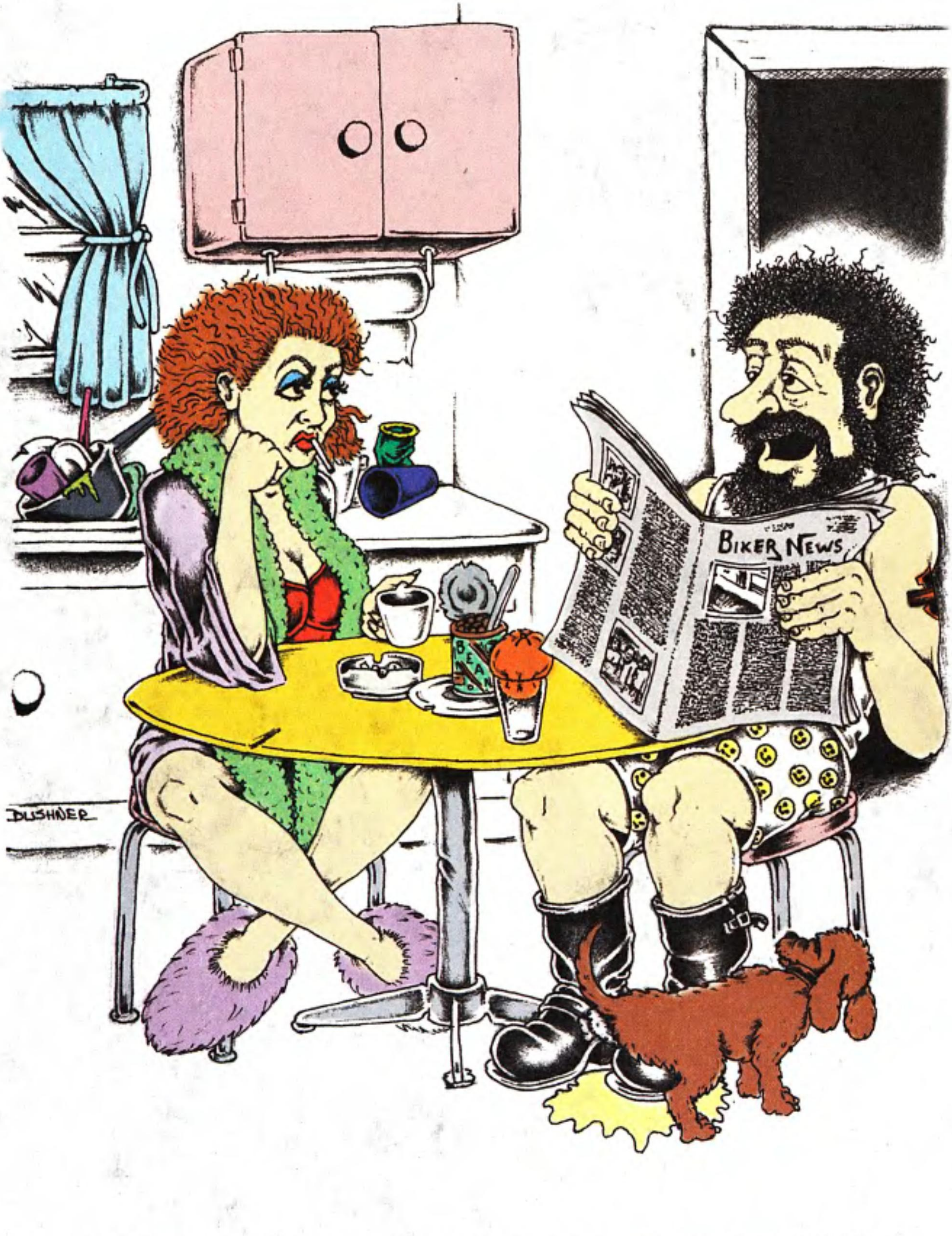

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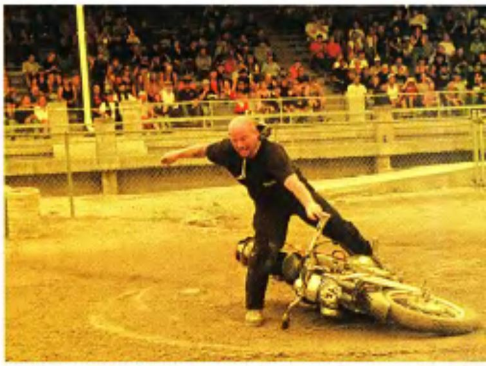

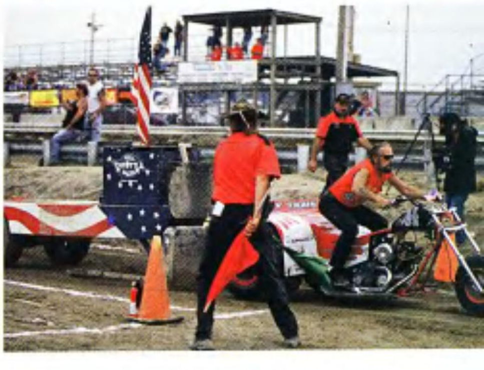

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SEVEN-UP AND 13 OUT!

Do you jump over a sidewalk crack, lest you break your mother's back? Ever spit on a new baseball bat for good luck? Have you found yourself avoiding black cats, or steering clear of ladders? Has a pattern developed of shunning the number 13 when gambling? If any of these superstitions crop up in your daily life, then you either would've loved or avoided the 13th Grand National Rodeo Finals in Chillicothe, Ohio, this past Labor Day Weekend.

Easyriders Rodeo rider Robert Tabor must snatch coins that face heads up, because none of those myths add up to crapping out in Vegas, the Curse of the Bambino, or the Cubs' latest Curse of the Fan, when you consider the run of good luck that has guided him. His championship reign now stands at a sterling seven consecutively. That is not the result of any hex, curse or black magic, but the product of determination.

However, back at the season opener in Wilson, North Carolina, Robert might have thought differently. That was after his record string of 43 consecutive high-point Top Cowboy placings had been snapped by his son, Jason. During the long drive home sitting in the truck with Jason and his father, Harold, stewing in all the hoopla of Jason's triumphant weekend, watching his son's head expand further with each event's victory reenactment, Robert made a silent vow to prove himself the next week in Prospect, Pennsylvania. David's sling had hit Goliath, and a sleeping dog had been awoken. Pity the rest of the competition.

This year the Easyriders Rodeo in Chillicothe, Ohio, was up against the Harley-Davidson 100th Anniversary celebration in Milwaukee. You'd be hard pressed to convince any one of the thousands of Rodeo revelers on hand that the birthday bashers in Wisconsin were having a better time.

From Thursday to Sunday, the party patrons at the Ross County Fairgrounds were treated to round-the-clock fun. We're talkin' food and beer concessions in the midway, a motorcycle trade show, ongoing tattoo and

bike show competitions, barstool racing, rodeo qualifying, sexy wet and wild and Trophy Girl contests and music from dusk to damn late. Local and area bands appearing on the large stage in the center of the whole shebang were Echo Wolf, American Dog, Eric Brooke Band, Rick McGee and the Roadhouse Rockers, Magic Red and the Voodoo Tribe, Blackberry Smoke, Becky Barksdale, and wrapped up on Sunday night by none other than The Kentucky Headhunters.

For Robert Tabor though there was only one mission—getting No. 7, and we don't mean Mr. Daniel's fine potion. Controversy had entered the picture back in Prospect when Robert rolled out a weird pulling contraption, powered by a sideways-sitting engine using a hydraulic pump. A complex contraption, it employed a machined bell housing connected to a 100-pound hydraulic pump to the engine shaft, which ran along the exhaust pipes, making for a direct drive. This, instead of a standard-geared transmission, requiring a clutch, clutch plates, cable and primary drive, components that are subject to abuse and breakage. Working with fabrication wizard

Easyriders Rodeo Results • Chillicothe, Ohio • August 27 — September 1, 2003

Event/Competitor(s)	City/State	Points
SLOW RACE		
1. Robert Tabor	Canton, Ohio	200
2. Jason Tabor	Canton, Ohio	150
3. Steve Abbott	unknown	100
4. James Munsey	unknown	50
WIENIE BITE		
1. Robert Tabor	Canton, Ohio	100
Stacey Case	New Philadelphia, Ohio	100
2. Troy Fitzsimmons	Eldred, Pa	75
Kelly Sherwood	Eldred, Pa.	75
3. Jason Tabor	Canton, Ohio	50
Nicki Albhaisi	Canton, Ohio	50
4. Jim Albney	Richmond, Va.	25
Pam Albney	Richmond, Va.	50
POTATO HAYSTACK		
1. Stan Leiter		100
Amy Leiter	Saranac, Mich.	100
2. Robert Tabor	Canton, Ohio	75
Stacey Case	New Philadelphia, Ohio	75
3. Rob Nurenburg		50
Missy Miles	Saranac, Mich.	50
4. Troy Fitzsimmons		25
Kelly Sherwood	Eldred, Pa.	25
KEG DERBY		
1. Robert Tabor	Canton, Ohio	200
2. Jason Tabor	Canton, Ohio	150
3. John Muck	Shortsville, N.Y.	100
4. Steve Malis	Flint, Mich.	50
BARREL RACE		
1. Robert Tabor	Canton, Ohio	200
2. Todd Graham	Kannapolis, N.C.	150
3. Jim Albney	Richmond, Va.	100
4. David Albney	Eldred, Pa.	50
BRAIN BUSTER		
1. Robert Tabor	Canton, Ohio	100
Stacey Case	New Philadelphia, Ohio	100
2. Jim Albney		75
Pam Albney	Richmond, Va.	75
3. Troy Fitzsimmons		50
Kelly Sherwood	Eldred, Pa.	50
4. Kevin (Bugsy) Malone		25
Robin Hamrie	Newton, N.J.	25
1,000-POUND FUEL SLED		
1. Jason Tabor	Canton, Ohio	700
2. Harold Tabor	Canton, Ohio	400
3. Robert Tabor	Canton, Ohio	300
4. Dwayne Burgess	Salisbury, N.C.	150
TRIKE GAS CLASS		
1. Norm Greenleaf	Taylor, Mich.	700
2. Stan Leiter	Saranac, Mich.	400
3. RTJ Smith	Williamsport, Ohio	300
4. Linda Leiter	Ionia, Mich.	150
TRIKE FUEL CLASS		
1. Larry Panks	Ionia, Mich.	1000
2. Dano Simmons	Kannapolis, N.C.	600
3. Tony Smith	Williamsport, Mich.	400
4. Jim Albney	Richmond, Va.	200
TIRE RIDE		
1. Dano Simmons	Kannapolis, N.C.	150
Cathy Campbell	Salisbury, N.C.	150
2. Troy Fitzsimmons		100
Kelly Sherwood	Eldred, Pa.	100
3. Jim Albney		50
Pam Albney	Richmond, Va.	50
4. Jason Tabor		25
Nicki Albhaisi	Canton, Ohio	25

TOP COWBOY
1. Robert Tabor
2. Jim Albney
3. Jason Tabor

TROPHY GIRL
Kelly Lott, Chillicothe, Ohio

BIKE SHOW WINNERS

OWNER	CITY/STATE	MODEL
1. Tom Politsky	Southington, Ohio	2003 Softail
2. Rodney Graves	Albany, Ohio	1987 Rat Fink
3. Kenny Bray	Middletown, Ohio	1980 FXE Super Glide

TATTOO SHOW WINNERS

COLLECTOR	CITY/STATE	ARTIST
1. Lyn LaFrance	Ontario, Canada	Manu
2. Chris Gullian	Mentor on the Lake	Ron Antonic, Generation X
3. Rick Rickner	Portland, Ind.	Chad Gaskill

ARROW 2003 TOP 5 RIDERS	NY	NC	PA	MI	OH	Total
Robert Tabor	1500	1175	2025	1475	1175	7350
Jason Tabor	1075	1450	950	1350	1075	5900
Jim Albney	450	1400	425	200	450	2925
Dano Simmons	25	250	100	1325	725	2425
Robert Bousho	400	0	700	700	0	1800

ARROW TOP 5 TEAMMATES	NY	NC	PA	MI	OH	Total
Stacey Case	350	225	325	225	275	1400
Nicky Able	225	250	150	250	75	950
Pam Albney	200	250	75	150	150	825
Kelly Sherwood	0	0	275	250	250	775
Amy Leiter	225	150	150	0	100	625

Steffon Hoppel, a truck puller from the '70s who had incorporated the use of hydraulics for handicapped riders in off-road applications, Robert had stunned the competition—to the point of a rider's revolt. They couldn't quite get it dialed in at Prospect, but the gauntlet had been thrown down and the worry factor for veteran riders was way up.

Joining Robert, returning as his teammate, was Stacey Case. Stacey came back to the tour after a four-year layoff to raise her son, Dakota, "to see if I still had what it takes." Now 13, the youngster wanted to see his mom out there in the arena, and Stacey was only too happy to comply.

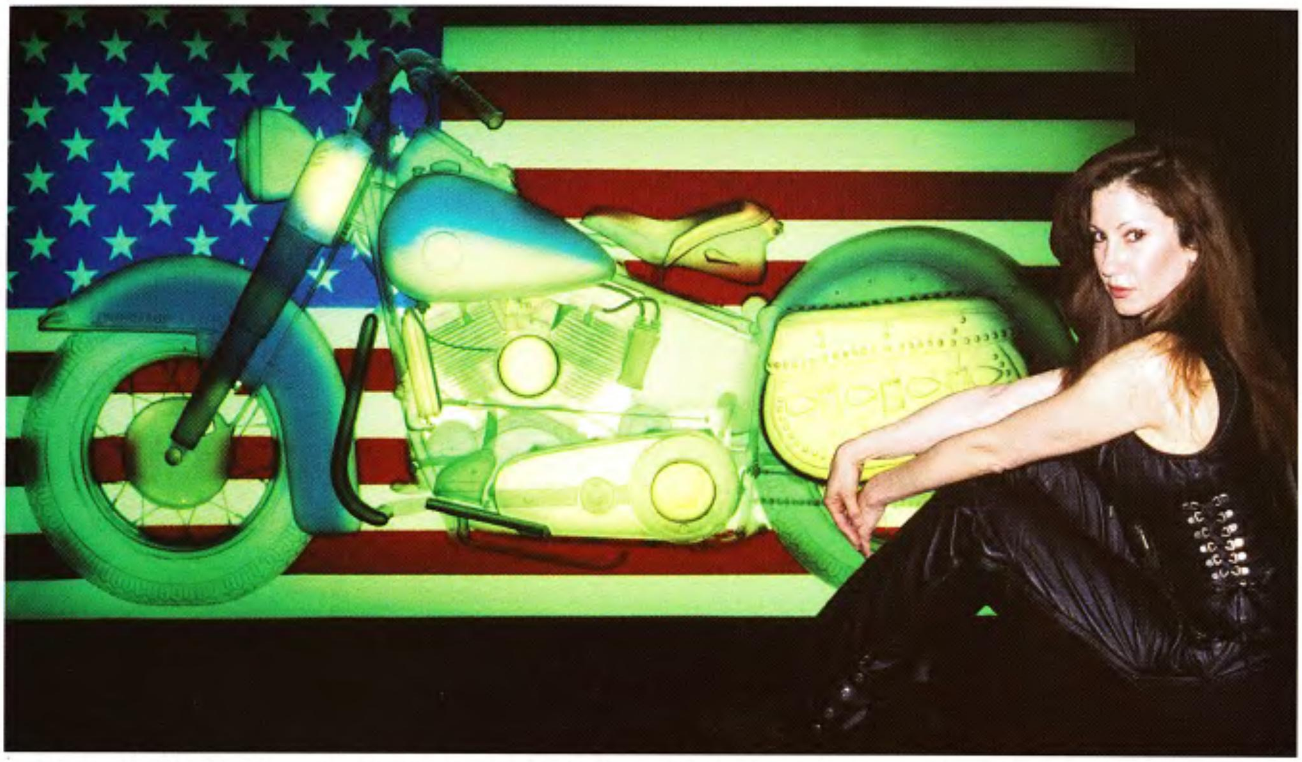
She found the competition tougher than ever, telling us in a most endearing, admiring way, "Them girls, Pam, Nicki, Kelly, Cathy and Amy are hard, tough bitches." Stacey and Robert toughed their way to first place finishes in the Wienie Bite and Brain Buster events, with a second in the Potato Haystack. All helping her secure first place overall for the season's Top Teammate award. Stacey gave thanks to her mom, Ed, Jim and G.S, while special appreciation went to the owners of the two bars she works for, Golden Buzz, a biker bar in Wilmot, Ohio, and The Tracks Tavern in Massillon, "so that I could tour with the Easyriders Rodeo."

Out on the dirt of the Chillicothe arena, Robert was making a statement, his seventh. By earning close wins in the Barrel Race, Slow Race, Wienie Bite and Keg Derby, Robert dashed all thoughts of black cats, curses, and stepping on baselines, mere old wives tales that couldn't unhinge the champ. For Robert, Sunday's Rodeo Finals were highlighted by standing on the winner's podium next to Jason and Harold, after the three Tabors took the top spots in the 1,000-pound Fuel Sled event.

The Fantastic Five Rodeo Tour had concluded in much the same way it has for the last seven years, with one large difference, the absence of former Easyriders Rodeo champion rider, now field director, Gary Freel, who along with several of his crew officials, had been called to duty serving our country. Every brother and sister in the bleachers had them in their thoughts during the national anthem.

—Bomber

See more coverage of the entire 2003 Easyriders Rodeo Tour in the June issue of In The Wind *(No. 117). On sale February 2, 2004.*



SHANNON CONNOR'S ORIGINAL MOTO-ART

Glass-terpiece

It's a lucky few that travel the long winding road of life and through dedication and a little luck are able to find their God-given talent. And it's even fewer folks that can combine that talent with a passion that runs as deep as what bikers have instilled in them from birth—and even make a few coins doin' it.

Shannon Connor is one of those rare few. The alluring Shannon tells us she's had a soft spot in her heart for long-haired biker types since she was just a young girl, eyeballin' freewheeling chopper riders from the back seat of her dad's car—the rumble of straight pipes stirring a feeling in her soul that wouldn't, and hasn't, let go ever since.

Shannon chose working with glass as her medium and in 1981 she began teaching herself the craft of glasswork and set her sights on creating a new means of using her chosen medium. She had ideas all her own on how to combine her deep-rooted passion for Harleys with her drive to create unique glass art. No easy task since glass obviously can be tricky at best to work with and, beyond that, Shannon would never be happy merely replicating someone else's technique. She even creates custom bases and backgrounds that illuminate her glass scoots from below, using clear or colored LEDs.

Shannon chose a 1958 Harley panhead as her first subject. After having made attempts at using clay or foam to make castings and becoming dissatisfied with the results, Shannon delved deeper and deeper and eventually developed a method whereby her "glass" Harley appears entombed inside a giant block of glass. This prototype depicts the left side only, but she's working on a new version that'll provide a full 360-degree view. It's a good thing she's friendly with big, burly biker types since the glass block holding the 70% scale pan weighs in at 1,750 pounds and her friends were invaluable at times when moving the glass hog was necessary.

Her glass scooters are such unique efforts that this new art form is presently being reviewed by the U.S. Patent Office. Without the help of her relatives, and her extended biker family, her vision may never have been realized.

You can contact Shannon by e-mail at shannonconnerglass@hotmail.com or call 425-576-9070 to find out more about her unique art and what else she's got on the drawing board. Serious inquiries only please, since these are one-of-a-kind creations. *—Boxcar*

Images: Michelle Smith-Lewis

DRAGONBILT'S BIKE OF THE YEAR!

The Devil's Cadillac

Matt Burris is a full-time fireman in Terre Haute, Indiana. Third generation. In his off time, instead of putting out fires, he builds them—in the form of some of the hottest bikes in the country. Bikes like this one.

Matt's fairly new at the bike-building game, too, which makes all this even more impressive. A biker and Harley rider for most of his life, he saw his future back in '99 when he first laid eyes on a Jim Nasi creation.

Dragonbilt

Inspired, Matt immediately started building some bikes of his own, working alone in his own garage. Before long he had a sideline business going, Dragonbilt Customs, creating complete motorcycles and specialty parts for himself and a growing client list.

In the summer of '02 Matt started work on the bike we're looking at here, the one he calls "Devil's Cadillac." It's "probably the fifth or sixth one I've done for myself," he says, "and by far the wildest one yet." No kidding.

"I try to build bikes unlike any other," Matt goes on. "That's my style." It doesn't matter what the theme of the bike is, either, whether it's hot rod, retro classic, sort of evil looking like this one, or whatever. I just build 'em so they're different, different than anything seen anywhere else." This time "different" began with a radically stylized frame.

Impressed with much of the work, and especially the frames, he'd seen crafted at Paramount Custom Cycles, Matt called Aaron at Paramount and outlined his plan. Aaron understood exactly what Matt had in mind, and sent back a few rough drawings his brother Mark had worked up, concepts for some totally different rigids PCC had never tried to produce.

Matt liked what he saw, added some of his own ideas—like a reconfiguring of the seat area and the addition of his trademark Dragonbilt "pitchfork" tip at the bottom of the single downtube—and 13 days later Mark had built the frame. Matt also drew up the fuel tank he wanted and sent that to PCC, sketching it from every angle imaginable. Aaron and Mark created it exactly.

With the PCC frame and tank, Matt had the heart and soul of the bike in front of him. It was time to, "start runnin' wild," as he puts it. He saw the bike as black, jet black, with an evil attitude. A big fan of '50s classic cars Matt knew he'd include some of that, too, and chose the single, most recognizable icon of the '50s—a 1959 Cadillac taillight. That combination of Cadillac class, mixed with evil attitude, became the Devil's Cadillac complete with a hand-forged tail.

Feeling the bike needed some extra-special spoked wheels, "to add that touch of luxury to go with the taillight," Matt used Hallcraft's 100-spokers. They fit perfectly—aesthetically and mechanically. For power he slipped in a new Merch 125-incher, backed with a top-of-the-line and fully chromed Baker 6-speed.

"Originally," Matt says, "I was going to use a standard foot shift, but once I put the tail on I knew I needed some sort of crazy pitchfork jockey shift to go with it." An extensively modified Hot Match kickstand continues that devil-tail theme. The foot controls were designed by Matt himself and machined by a local chop shop.

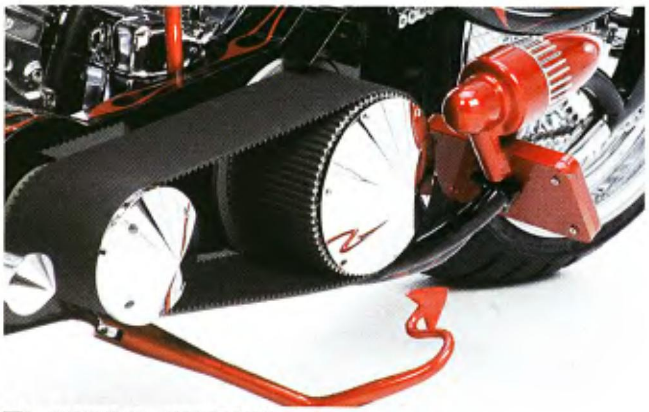
With the bike assembled in bare metal, Matt saw for the first time just how much detail he'd actually built into this machine, "And I knew it wouldn't need a flashy paint job to get noticed."

That original plan of basic black and apple red would get it done. After the paint had dried, the bike was assembled in two weeks, then debuted at Louisville for the 2003 Easyriders Bike Show. Later, at the Columbus show, the Devil's Cadillac got noticed big time, Best of Show in the Invitational class, topping it off with Bike of the Year honors at the 2003 *VQ* Biker's Ball. Not bad for a fireman from Terre Haute, doing all this on the side.

Between an ever-increasing workload and a growing business (check out Matt's Web site at www.dragonbilt.com or call 812-239-3262), Matt's currently elbow-deep into a "top secret" follow-up bike. The goal is to return in 2004 with an all-new, even wilder ride and grab another Best of Show.

"No one's ever done that," he says. "No one's ever won back-to-back. I'm going to give it a good run." Guess you could say the devil made him do it.

—Joe Kress



Owner: .... Matt Burris
City: .... Terre Haute, Indiana

General

Designer: .... Matt Burris
Fabrication: .... Matt Burris
Year/make: .... 2003 Dragonbilt
Model: .... Special Construction
Assembly: .... Matt Burris
Time: .... 7 months
Chroming: .... Paw Paw Plating

Engine

Year: 2003
Rebuilder: .... Merch
Displacement: .... 125 cubic inches
Cam: .... Merch
Carb: .... Mikuni 45mm
Pipes: .... PCC

Transmission

Year/make: .... 2003 Baker 6-speed
Shifting: .... hydraulic

Painting

Molding: .... Brad Bole
Painter: .... Brad Bole
Color: .... black/apple red
Type: .... House of Kolor
Special paint: .... flames, by Brad Bole

Frame

Year/make: .. 2003 PCC/Dragonbilt
Type: .... Big Evil rigid
Rake: .... 46 degrees
Stretch: .. 5 inches up/2 inches out
Shocks: .... none

Accessories

Handlebar: .... Dragonbilt
Risers: .... Dragonbilt
Handlebar controls: .... Hurst
Fenders: .... Dragonbilt
Headlight: .... Adture
Taillight: .... '59 Cadillac bullet
Speedo: .... none
Pegs: .... Dragonbilt
Foot controls: .... Dragonbilt
Gas tank: .... PCC/Dragonbilt
Oil tank: .... PCC
Seat: .... High End Products, sharkskin
Mirrors: .... none
Grips: .... Dragonbilt

Front end

Type: .. Wide Glide, 11 inches over
Builder: .... Dragonbilt

Wheels

Make: .... Hallcraft 100-spoke
Size: ...... 21 x 3 front/18 x 9.5 rear
Tires: .... Metzeler 120 front/ Avon 250 rear
Brakes: .... RC Components, 6-piston disc

Photos: .... Michael Farabaugh

Talking Tech

IGNITION INQUIRY

I am tired of buying ignitions for my '86 FXR. I've bought three name-brand electronics during the past year and every one of them crapped out. Two just died from mysterious electronic failures and the pin broke out of the plastic rotor in the other one. Can I put points in it and if so what parts do I need?

Blodger
Via the Internet

An Evo bottom end is basically the same as a '70-up shovel so sure, it's possible. You'll need an advance mechanism, a points plate with points and condenser, and a 4.5-5.0 ohm coil. Replace the wires too, while you're at it.

Don't cheap out, especially on the advance mechanism and points.

Most of the aftermarket suppliers carry premium advance units. Get the best you can find and lube the posts and weights with a light, high-temp grease. Re-lube them every six months. I've had best luck with Blue Streak Points and condensers. They seem to last longer than most of the other brands.

Points and advance units are cheap enough that you should carry spares. The premium advance units hold up OK if you keep them lubed, but it never hurts to cover as many of the bases as you can.

Consider "Old Reliable," the Dyna S, and Mallory Unilite electronic ignitions. Both are simple as a hammer, need no maintenance or time-consuming set up, and they work with points-type mechanical advance units.

STARTER STALEMATE

I have a used S&S 96-incher in my '87 Softail. It is almost impossible to start. I've tried two different "heavy-duty" starters but they don't seem to work any better than the old stock one. Can you help me out? This motor is pretty fast for what is considered a "small" motor by the people I ride with, but it doesn't start well enough for me to really go anywhere on it.

Jay
World Wide Webbie

Your first project is to find out if the problem is inside the engine. Get a good screw-in compression gauge and take a compression reading with both spark plugs out. The motor should be warm, and be sure to hold the throttle all the way open when you turn the motor over.

You should get 185 psi or less. If more, you need a cam with more duration and a later closing intake valve. S&S' 0.562 should make starting easier if your present cam is the factory issue 0.561, but will cost some bottom-end power. If you prefer another brand, look for one with timing specs that split the difference between the 0.561 and 0.562. Your valve springs should take lifts up to 0.570.

If the engine was hard to turn over with the plugs out, look for a problem outside the engine—a weak starter or battery and frayed or loose wires or battery cables, for example. This is rare, but the alternator rotor will bind against the crankcase if you leave out the spacer that goes behind it.

Compression releases will help, but are more complicated to install than a cam. Unless you have better local resources than I do, you might want to send the heads to Zipper's for installation.

S&S' Limited Travel kit is very low-buck and also worth a try. Valve spring pressure sometimes bleeds the lifters down when the bike is parked, which increases cranking compression. It's not a surefire fix, but the Limited Travel Kit only costs 10 bucks or so.

The quality of aftermarket starters varies. Your '87 has a pretty decent OEM starter, so I'd recommend that you buy a replacement from Harley if you think the starter is at fault. Be sure it's an OEM Hitachi, not a Taiwan copy. Naturally, a good battery is also a must.

HEADLIGHT HEADACHE

The headlight flickers in my '97 Road King like a firefly. It has never gone out or anything, but I'm afraid that it's going to. Any suggestions?

Jonathan Edwards
Cool, California

First, check your battery cables and be sure they're good and tight. If so, the problem is either a loose connection in your lighting circuit, possibly a cracked headlight filament, or a faulty voltage regulator. Loose connections are cheap to fix, charging systems aren't. Be sure your wiring and headlight element are okay before you start spending money.

DRESSER DRESS UP

I have been thinking of updating my 1999 Electra Glide with the late swingarm, wheels, and brakes. Do you think that would be worth the cost and effort?

E-Z
Webhound

Sure, if you ride hard enough to need them and can get a good deal on the parts. All of the FLT-type frames handle pretty well if everything's in good condition, but the 1-inch axle and 4-pot brakes are hot stuff for aggressive riders.

The new brakes are more than powerful enough to lock up the OEM tires even on good pavement. If you get the late front brakes, talk to your dealer about tires with more stick than OE. Good alternatives are available from most of the tire manufacturers.

OIL PUKING PROBLEM

My Softail Custom pukes oil out of the breather. It doesn't do it all of the time, just after riding at high speeds for long periods. This isn't really a big problem, but it is an annoyance and a little embarrassing considering how much I paid for the bike. The engine is a completely stock 1340 Evo, purchased directly from Harley-Davidson. It only has 3,000 miles on it and was broken in according to Harley specifications.

Harvey Firestein
Pine, Colorado

A lot of things can cause oil pukage, and it's an annoying problem. Causes can include a damaged oil pump, breather gear or crankcases, bad gaskets, worn rings, a crimped oil line, an oil cooler that's mounted too high, using a Twin Cam oil filter in an Evo…you name it.

Try running the oil level a little lower in the oil tank. Use common sense, of course, and disregard this suggestion if your oil level is already low. Otherwise, I'm betting you'll be home free.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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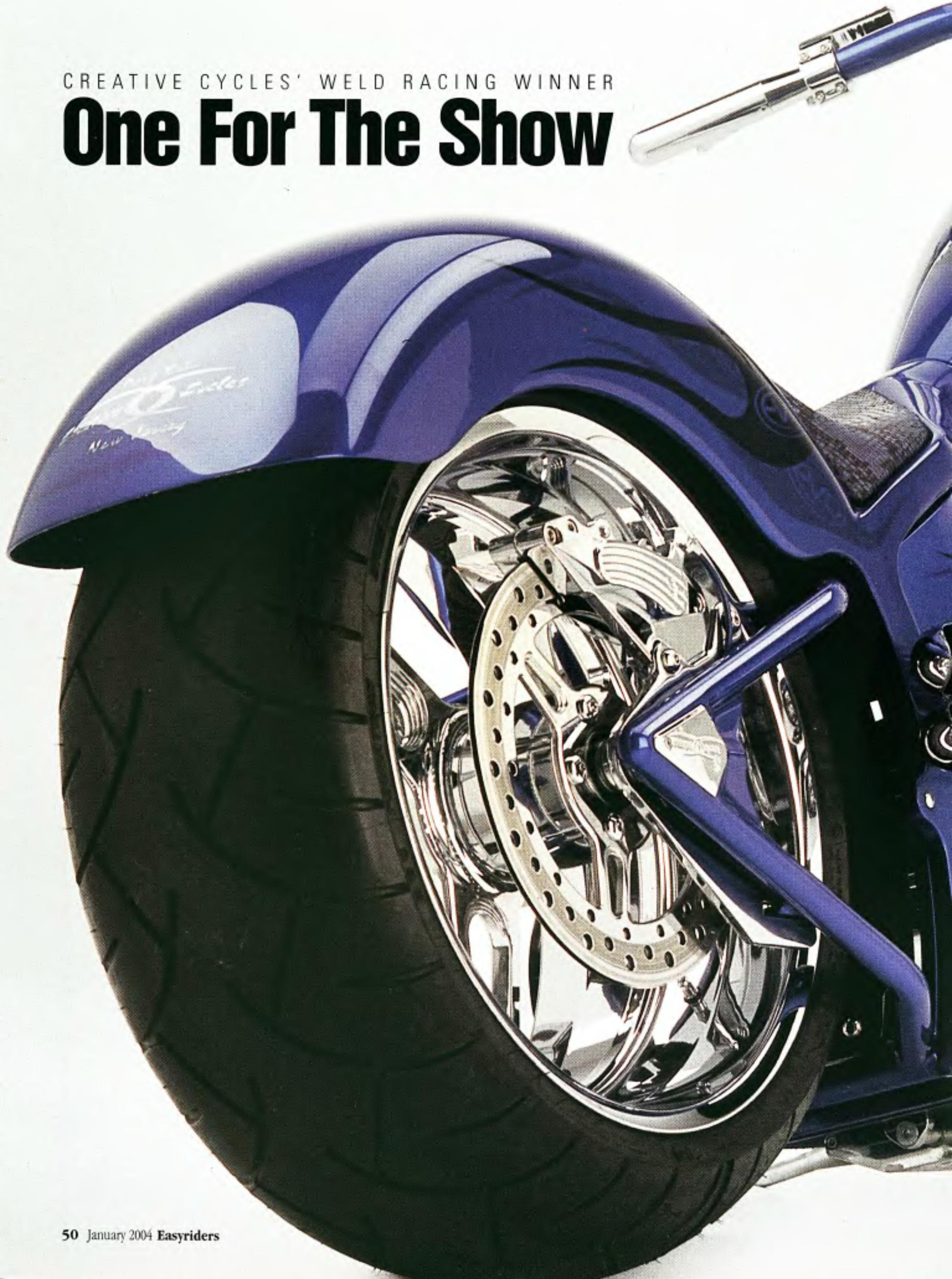
CREATIVE CYCLES' WELD RACING WINNER

One For The Show



"The long and short of it," Doug Keim remembers, "was that by the time we had all the corporate approvals and got the final go-ahead we were left with something less than 40 days to build this motorcycle." Pretty nice bike Doug put together in a little over a month, huh? But then, it had to be a nice one. That was the mandate.

Here's how this blue beauty came to be, in what has to be some sort of record time. Last year, right around the end of November, Doug got a phone call. Rick Raus at Weld Racing was on the other end of the line, telling him that Weld was about ready to launch a whole new EVO Motorcycle line of products, and of course they'd need a knockout bike to showcase the new entries. The hope was to debut the bike—and the new EVO Motorcycle wheels—at Daytona Bike Week, which of course happens at the beginning of March.

"Rick said he'd been checking around," Doug says, "and he told me that our shop, Creative Cycles, kept popping up in the conversations as the one place to go. The guys at Weld wanted us to build the bike. I don't know if he was blowing smoke or not, but, even with that short deadline, I agreed to give it our best shot." Did he ever.

The frame is a Creative Cycles signature piece, an "Icon" model and luckily, Doug had one in stock. They're pretty good sellers, and rarely stay around the Wall, New Jersey, shop for long. Doug also had most of the Creative Cycles metal he'd need for the bike on hand, too—the fenders, the front end, and almost all of the small parts. With that as a beginning, and of course a set of those new EVO Motorcycle Daytona wheels on the way, both Doug and Rick hit the phones hard, lining up everything else they'd need.

TP Engineering had a 124-inch engine fresh out of assembly and ready to go. RevTech had a 6-speed transmission, and

BDL had what it took to hook them together. "Pretty soon the parts started to come in at a fast clip," Doug says, but in the meantime he and the crew at Creative weren't sitting around waiting; they were busy smoothing and blending and getting ready for it all, and this bike is full of their details and tricks.

The bottom of the fuel tank, for instance, is totally smoothed, with the ignition coils hidden inside. The top motor mount is hollowed out, with the plug wires running through it.

Everything's totally metal-finished, too. There's no filler anywhere.

Naturally, all the wiring and hydraulics are internally routed. Clean work. Can't find the voltage regulator, either, can you? It's hidden behind the Creative Cycles Checkmate pipes, mounted on another nice little Creative Cycles piece, the Voltage Regulator "Ditty."

Can't see the head breathers either, can you? "All of our high-end bikes get that treatment," Doug tells us. "We change things around and route the breathers out around the backside of the cylinder heads." More cleanliness.

Talk about trick, take a close look at the license plate frame—it's an Eddie Trotta piece, but check out the mount that holds it to the swingarm. It's a work of art, once again, courtesy of Creative Cycles and one more example of the kind of detail these guys build into their bikes. No wonder Rick Raus kept hearing their name.

"And on this bike," Doug says with a shudder, "I got a real appreciation for the upholsterer's job." Normally, he says, he just gets to see the end product before mounting it, "But this time I actually got to meet the 22-foot long Python before he became a seat!" Costa Rican Richie did the stitching (if not the skinning), "and he does every seat for every bike built at the shop."

Speaking of that shop, Creative Cycles was a semi-serious part-time business for "probably the majority of my life," Doug says. Ten years ago, however, he left the corporate world and his suit-and-tie job behind and made his two-wheel obsession a real, full-time gig. Today, working out of an 8,000-square-foot shop and warehouse with five full-time employees, Doug and his talented crew build some obviously special motorcycles, with Doug final assembling each one himself.

"And we probably spend way too much time and put way too much emphasis, on every bike we do," Doug says. "Each one is totally custom, tailored to its owner. We've never built a 'cookie cutter' motorcycle and never will." Creative Cycles completes and delivers anywhere from five to 22 bikes a year, and markets a pretty impressive lineup of parts and accessories. Check out their Web site (www.creativecycles.com). It's definitely worth the effort.

"The focus here was to create a clean, classic motorcycle," Doug explains. "To showcase the wheels, I didn't want to clutter it up with a lot of bodywork, and I wanted it to be elegant." That it is. And it shows off those EVO Motorcycle wheels just fine, wouldn't you say? Rick Raus and Weld Racing sure think so. They couldn't be happier.

—Joe Kress

Owner: Weld EVO Motorcycles
City: Kansas City, Missouri

General

Design: Doug Keim Creative Cycles
Fabrication: Doug Keim/ Mat Sagan
Year/make: 2003 Doug Keim Creative Cycles
Model: "Icon" Chopper
Assembly: Doug Keim/ Rich Young
Time: 34 days
Chroming: Floyd Williams
Polishing: Steve Zima

Engine

Year: 2003
Rebuilder: TP Engineering
Displacement: 124 cubic inches
Cam: TP Engineering
Carb: Mikuni 45mm, polished
Pipes: Creative Cycles Checkmate

Transmission

Year/make: RevTech 6-speed

Painting

Molding: Bob Schroeter/ Dragon Studios
Painter: Bob Schroeter/ Dragon Studios
Color: custom-mix blue
Type: House of Kolor
Special paint: Bob Schroeter/ Dragon Studios

Frame

Year/make: 2003 Doug Keim Creative Cycles
Type: "Icon" single-downtube softail-style
Rake: 47 degrees
Stretch: 9 inches total
Shocks: Legends Air Suspension

Accessories

Handlebar: Creative Cycles
Risers: integral
Handlebar controls: JayBrake
Fenders: Creative Cycles
Headlight: Headwinds
Taillight: Thunder Cycle/ Creative Cycles
Pegs: UMI Racing
Foot controls: UMI Racing
Gas tank: Creative Cycles/Xtreme
Oil tank: Creative Cycles
Seat: Costa Rican Richie
Mirrors: none
Grips: Paul Yaffe Originals

Front end

Type: Chopper Glide
Builder: Mean Street Products

Wheels

Make: EVO Motorcycle Daytona
Size: 21 x 2.15/18 x 8.5
Tires: Metzeler ME880, 80/90-21 /240/40-18
Brakes: EVO Motorcycle rotors, JayBrake calipers

Photos: John Wycoff

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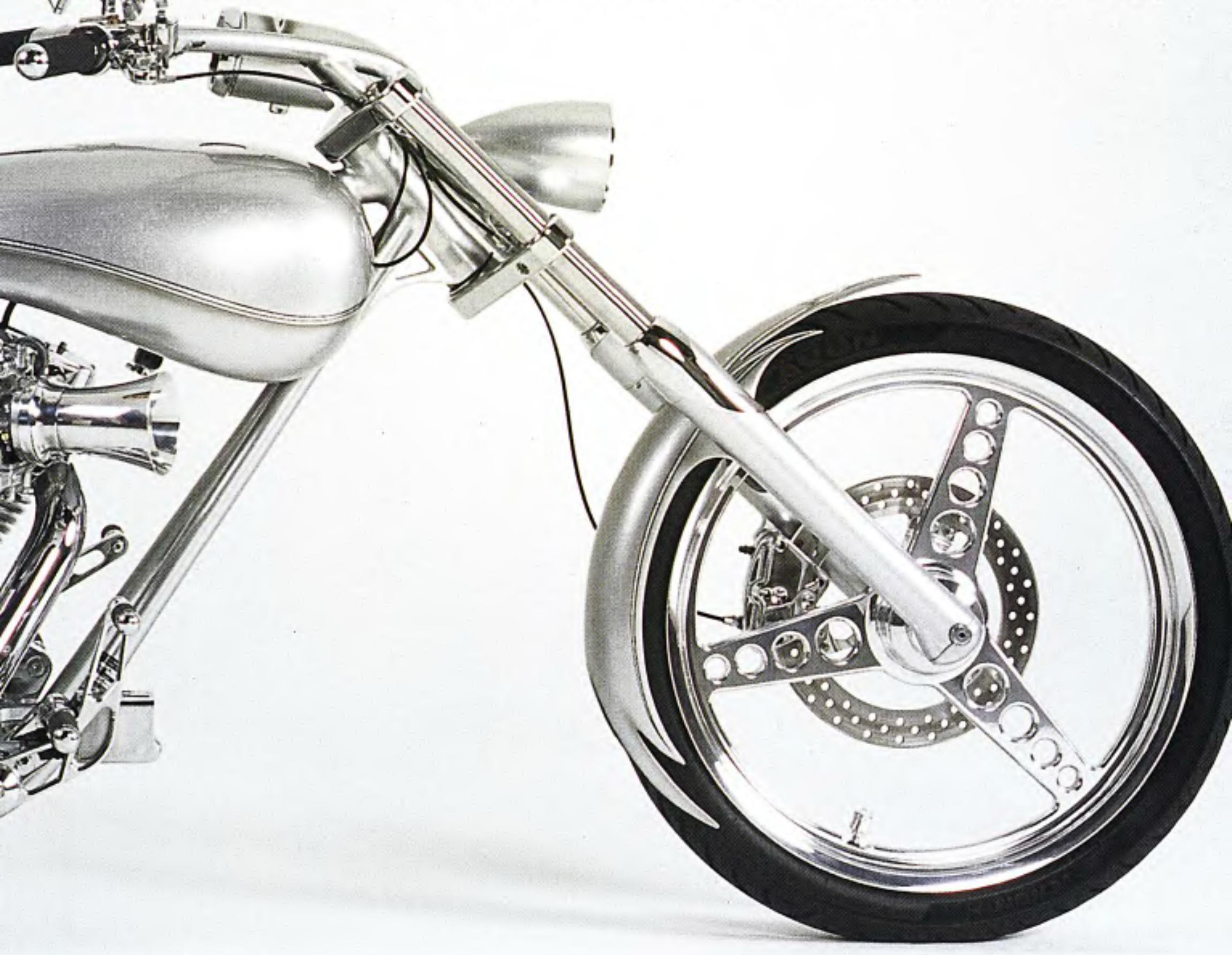
Another Case Of Double Trouble

Double Trouble, the bike you're staring at on these pages (assuming you can get your peepers off the luscious Jessica Jaymes), is what builder extraordinaire Paul Yaffe calls the end of a "styling exercise that I'd started a couple of years ago with the second *VQ* charity bike I'd built." Amazing what some folks do just for exercise, isn't it?

There's also another Double Trouble, one that Paul had built for last year's Sturgis Rally, but due to unforeseen circumstances, such as a divorce, Paul saw himself forced to sell that one to Myron Larrabee of the former Easyriders

PAUL YAFFE'S EXERCISE IN STYLE



of Scottsdale. "Myron loved the bike so much, he wouldn't even lend it to me for promotional stuff," Paul laments jokingly. So what choice did he have but to build another one?

Starting with a TP Engineering 124-inch motor, a rarity for Paul who says he usually doesn't use stroker motors, he pieced together a chassis that "could handle this kind of power." Hence the creation of the Double Trouble frame. "I put a 6-speed RevTech tranny in it so it was highwayable," he adds. "I also enclosed the Primo belt drive with one of their Pro clutches, and Progressive had given me one of their Airtail suspensions, which I put on the bike. Then I hid all the components for the suspension inside the primary…the compressor, the lines, everything. And on top of the primary, I drilled a hole and put the gauge and the duct and fill buttons."

Paul attached the rear fender to the frame and did a ton of work to make it look more like a hardtail fender, which really helped the tire, he says. "And of course I went way overboard with the sheet metal work."

Specifically, the 2-level tank has a reveal along the entire length of the bike, ending in a zig-zag, which "complements the shape of the tank and sets the theme throughout the whole bike," Paul told us.

This scoot is Paul's personal bike, well, make that *was*. Paul rode it to Sturgis last August as part of the now famous Discovery Channel's *Biker Build-Off* TV series, and once it aired, Paul's entire bike inventory went out the door.

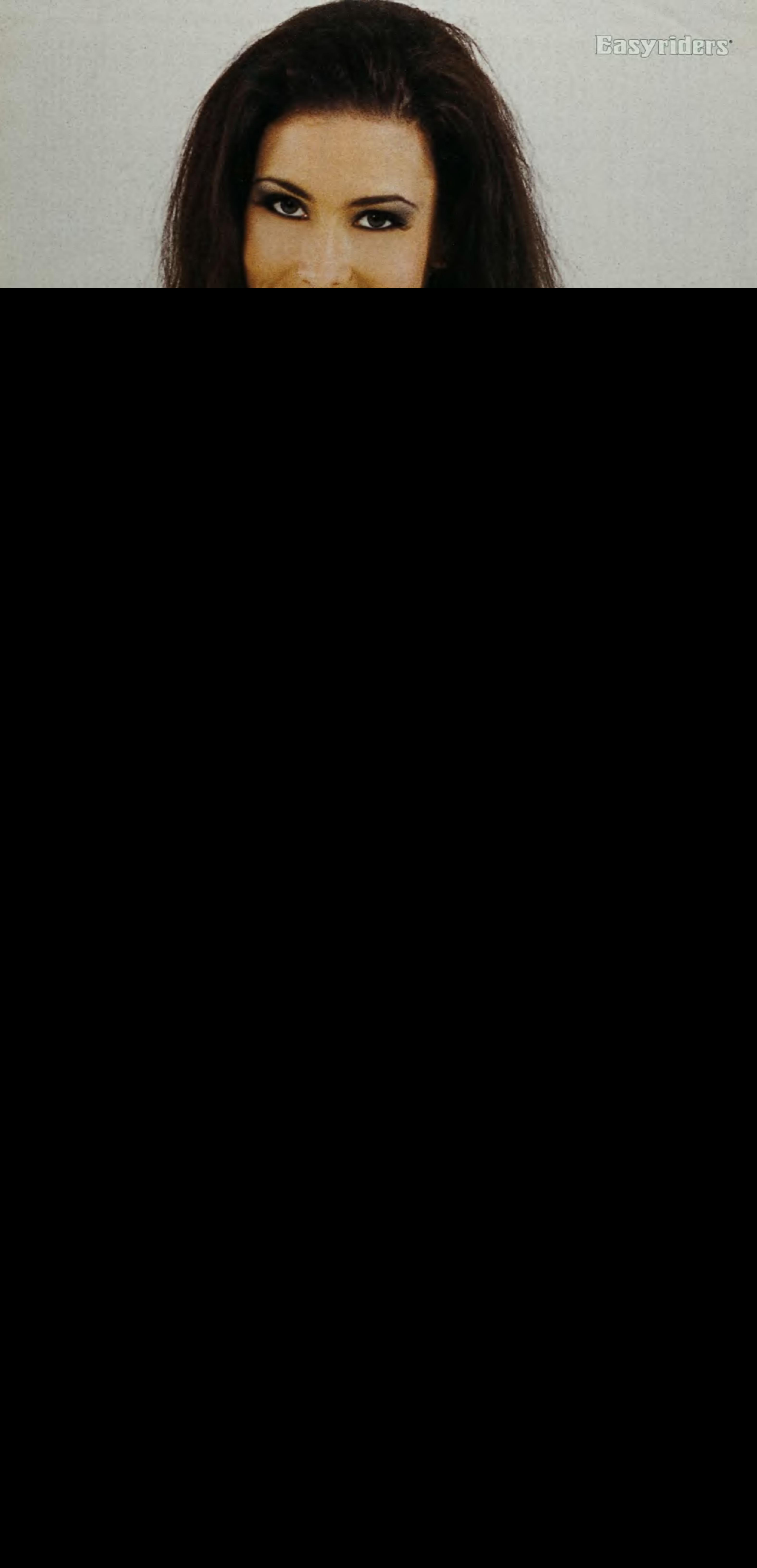
"Every bike, every prototype project, every rolling chassis, everything in the shop was sold," he says. "They cleaned us out in a week. It was incredible!"

The onslaught hasn't let up, either. Currently building bikes as fast as he can to meet the demand, Paul has added the Double Trouble concept to his inventory of rolling chassis bikes, meaning that if you'd like to get your hands on one of these puppies, now would be a good time to do it.

"Some of the parts on it were prototypes that we now carry in our catalog, like the wheels on it, our GT wheels, as well as the 37-inch stretched tank, and the wild front fender," Paul says.

Aside from the PYO proprietary parts seen here, it's the TP Engineering motor and the Airtail suspension Paul raves about the most, more than we actually have space for. But there's also the lovely Jessica, an up-and-coming (no pun intended) adult star, who deserves some closer inspection. You can see more of her at www.jessicajaymes.com. For more info about this or other PYO products, visit www.paulyaffeoriginals.com or call 602-840-4205.

—Red Baron


Easyriders

passin' gas

One day Charlene asks her ol' man, "Would you like some bacon and eggs, honey? A slice of toast and maybe some coffee?"

He declines. "It's this Viagra," he says. "It's really taken the edge off my appetite."

At lunchtime she asks, "Sweetheart, wouldja like a bowl of homemade soup, or a ham and cheese sandwich?"

He declines again. "Still not hungry." he says, "The Viagra really trashes my desire for food."

Come dinnertime, she again asks him if he wants anything to eat.

He declines. "Naw, still not hungry."

"Well then," she says, "Would you mind letting me up? I'm starving."

C. "Sweat Pea" Anderson
Santa Barbara, California

Thug and his ol' lady, Jan, are watching a heavyweight title boxing match on the tube one night, when early in the first round, one of the fighters goes down for the count. Thug crushes his beer can, tosses it across the room and says, "Well, that was pretty disappointing. It was all over in less than two minutes!"

Jan replies kinda quietly, "Now you know how I feel...."

Bill Reid
The Knolls, California

Q: Did you hear about the veterinarian and the taxidermist who combined their businesses?

A: Their new slogan is: "Either way, you get your cat back."

W.R. Reid
Da Knolls, California

Stroker comes home with his young daughter, who he had just taken to his office for the day. When they get home, the little girl asks, "Why do you call your secretary 'doll?'"

Feeling his wife's gaze upon him, Stroker explains, "Well, honey, my secretary is a very hard-working girl. She types like you wouldn't believe, she knows the computer system and is very efficient."

"Oh," says the little girl, "I thought it was because she closes her eyes when you lay her down to fuck her."

Rocky Meyerson
WPB, Florida

This wimpy guy was out on the town, feeling horny in the big city. He gets in a cab and tells the cabby, "I wanna get fucked. The cabby takes him to a house and tells him, "Have $50 in your hand, knock on the door and tell they guy what you told me."

The wimp knocks on the door and a huge guy answers. The wimp says, "I wanna get fucked!"

The big guy takes his money, grabs him by the back of his coat, runs him through the house, throws him out the back door and slams the door shut. The wimp runs around to the front of the house, steaming mad, and beats on the door. When the huge guy answers the door, the wimp yells, "I told you I wanted to get fucked!"

The big guy smiles and says, "Again?"

O.B. Laden
Cave-in-Rock, Afghanistan

One day, curious li'l Johnny asked his mom, "Mommy, where do babies come from?"

His mother, expecting the question would be raised one day, replied, "Why, the stork brings them, Johnny."

Johnny, looking puzzled, then asks," But who fucks the storks?

Pig Pen
Bay Area, California

DJ ran into his bro, Mondo, at the coffee shop one morning. DJ really looked worn out so Mondo asked him, "Have a bad night, DJ?"

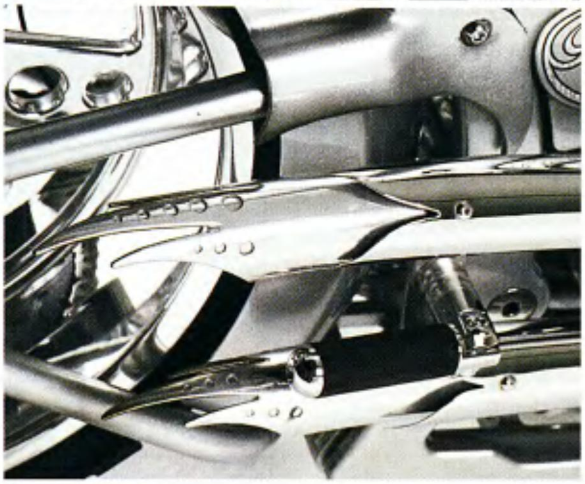
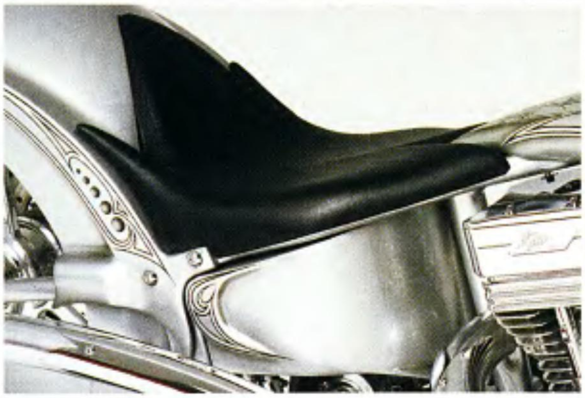
"Did I ever! Didn't get any sleep to speak of. There was this woman who kept bangin' on my door. Yelling at her didn't help any, and I threatened her with everything I could think of, but she just kept it up."

"What did you do, man, call the cops?" asked Mondo.

"Naa, that wouldn't have done any good. Finally at about 4 a.m., I got up and let her out..."

J.R.
Mission Viejo, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Paul Yaffe
City: ....Scottsdale, Arizona

General

Fabrication: ....Paul Yaffe/ Ron Dewey
Year and make: ....2003 PYO
Model: ....Double Trouble
Assembly: ....Paul Yaffe/ Kevin Bailey
Time: ....6 months
Chroming: ....Concours/Alladin

Engine

Year and model: ....2003 Evo
Rebuilder: ....TP Engineering
Ignition: ....HI-4 single
Displacement: ....124 cubic inches
Lower end: ......TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Cases: ....TP Engineering
Heads: ....TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb(s): ....Mikuni
Air cleaner: ....velocity stack
Pipes: ....Paul Yaffe
Mufflers: ....none

Transmission

Year: 2003
Modifications: ....6-speed RevTech
Shifting: ....foot
Engine sprocket: ....Primo
Trans sprocket: 24-tooth
Wheel sprocket: 48-tooth

Paint

Molding: ....Gary Crisp
Painter: ....Gary Crisp
Color: ....silver
Type: ....PPG
Special paint: ..Ron Hernandez

Frame

Year: 2003
Builder: ....Paul Yaffe
Type: ....Double Trouble
Rake: ....40 degrees
Stretch: ....7 inches down, 4 inches out
Modifications: ....everywhere

Accessories

Bars: ....Paul Yaffe Originals
Risers: ......Paul Yaffe Originals
Handlebar controls: Performance Machine
Fender(s): ..Paul Yaffe Originals
Headlight: ....Headwinds
Taillight: ....Paul Yaffe Originals
Speedo: ....Autometer
Dash: ....none
Front pegs: Paul Yaffe Originals
Rear pegs: Paul Yaffe Originals
Electrics: ..Paul Yaffe Originals
Gas tank: ..Paul Yaffe Originals
Oil tank: ....Paul Yaffe Originals
Oil system: Paul Yaffe Originals
Primary cover: Harley-Davidson
Seat: ....Guy Tieman
Mirrors: ......Paul Yaffe Originals
Grips: ....Paul Yaffe Originals

Forks

Type: ....Deuce
Extension: ....2 inches
Builder: ....Harley-Davidson/ Perse
Modifications: ..Clam fork caps

Wheels

Front

Size: ....21 inches
Rim width: ....2.15 inches
Tire: 80/90/21
Brake: ....Harley-Davidson

Rear

Size: ....18 inches
Rim width: ....8.5 inches
Tire: 250/40/18
Brake: ....Exile

Photos: ....Butch Lassiter

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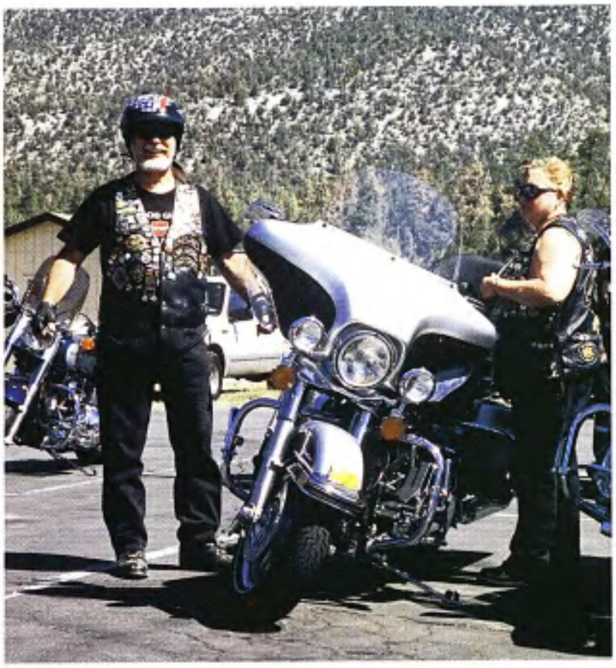
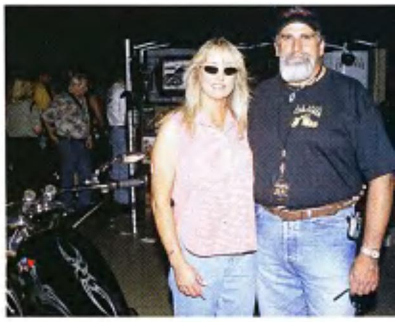
BIG BEAR CHOPPERS





FIRST EVER BIG BEAR RUN!

RIDE THE MOUNTAIN

Man alive, the bikers up at Big Bear Lake, California, sure know how to party! On Saturday, June 28th, the quiet little mountain town was blasted awake by the sound of straight pipes as thousands of SoCal bikers rode up through the smoggy valley and into the nirvana of the Big Bear community. Kevin and Mona Alsop of Big Bear Choppers put on this shindig so you know it was righteous all the way.

After a brisk morning poker run through gorgeous scenery, the Big Bear Convention Center opened to riders for an all-day party. Aftermarket companies such as JIMS Machine, BDL and Custom Chrome were on hand to show off their wares while vendors of all kinds surrounded the building. Inside, there was plenty of chow and cold suds as well as a first-rate custom bike show. The Best of Show winner, Larry St. George of Lake Havasau won a classy trophy and had his long, purple chopper shot with our Fox Hunt winner in this issue.

Kevin and Mona had the ultimate biker band come up to rock the house, yep, we're talkin' about the famous Fryed Brothers Band. Harry, Tommy and the boys played their hearts out and even got a little riding in that weekend. It was a great day to hang with your brothers and

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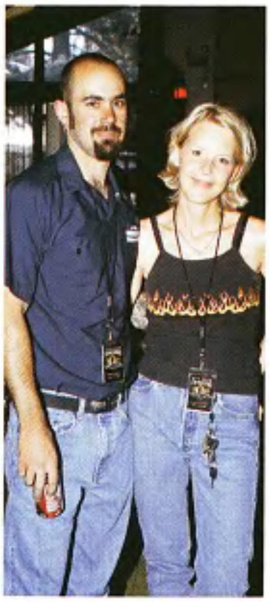


BIG BEAR
CHOPPERS

sisters for a good cause. Over $10,000 was raised for local charities including DOVES, which fights domestic violence, Camp Ronald McDonald and Burnquest.

The entire day's events were video taped by television producers for a hour-long show on the history of choppers, so who knows, if you were there you might just see yourself on TV one of these days. By the end of the weekend the residents of Big Bear Lake were blown away by the event and are looking forward to next year's run, which may grow to two days of Big Bear fun.

Set aside a weekend next June as the city of Big Bear Lake joins BBC and Snow Summit Resort to put on the best new bike bash in Southern California. Visit the Big Bear Choppers Web site for details: www.bigbearchoppers.com.

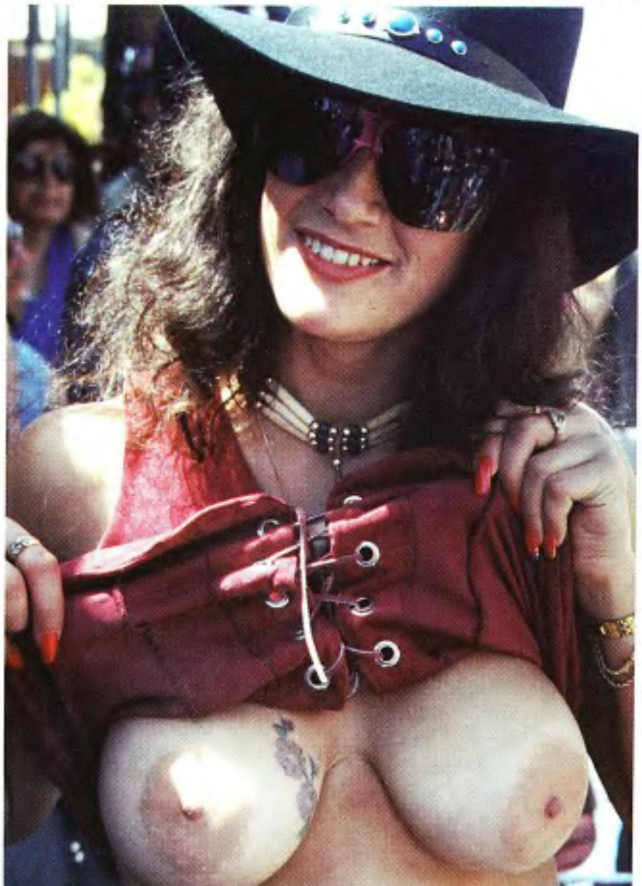
—*Phantom Dave*

Photos: Markus Cuff

Rob and Vicky, ridin' free in 2003 on their 100th Anniversary Fat Boy. —*Egg and Pez, East Haven, Conn.*

Hangin' loose on an L.A. freeway. —*YoYo, Baldwin Park, Calif.*

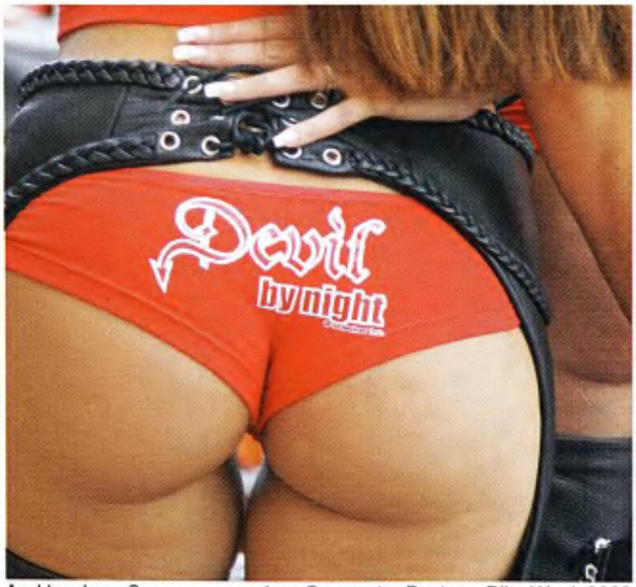
Readin' *Easy* at the pokey. —*Capt.'s Sudder & Rempfer, Uzbeckistan*



Fistful of boobs. —*Peter Zawadzki, Laughlin, Nev.*

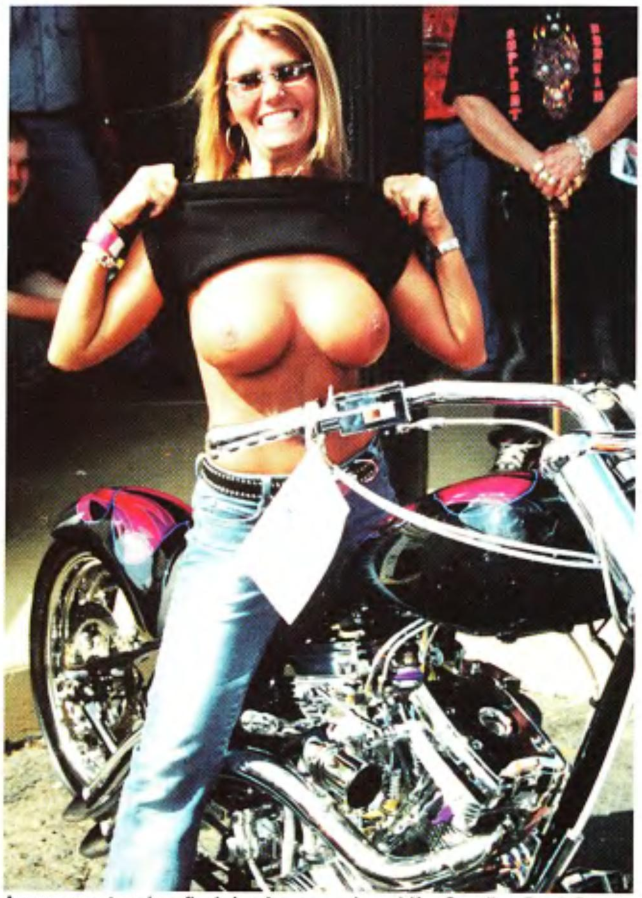
Flyin' wild in the wind of Kentucky bluegrass. —*Notch, Springville, Tenn.*

Welcome home, A.J. —*Dad (and Al's bros), Beverly, Mass.*

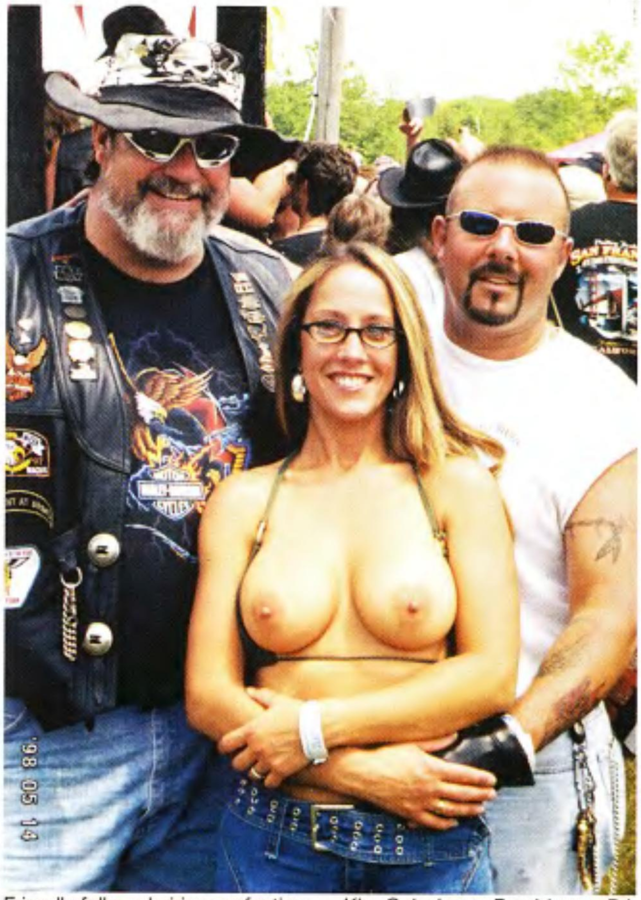


And by day...? —*Lou Camerota, Daytona Bike Week 2003*

Twistin' hair, slingin' beads, showin' tits. —*Low Life, Carolina Trails*



A sure way to win—flash 'em! —*Low Life, Carolina Back Roads*



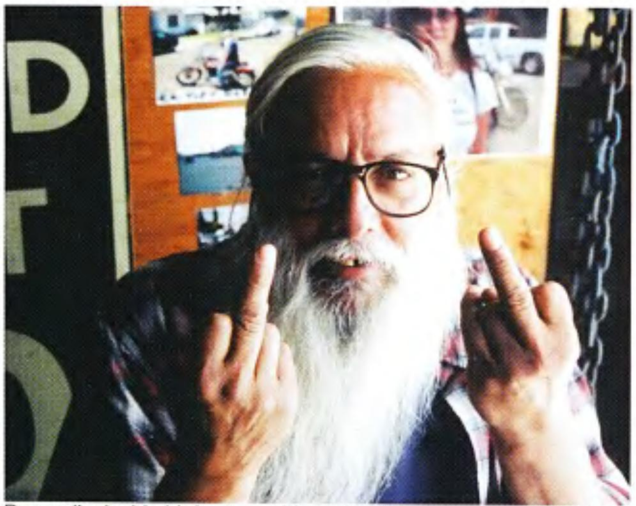
Friendly folks admiring perfection. —*Kim Geiselman, Providence, R.I.*

Friend to animals, like men. —*Adam Signore, Funspot, Laconia, N.H.*

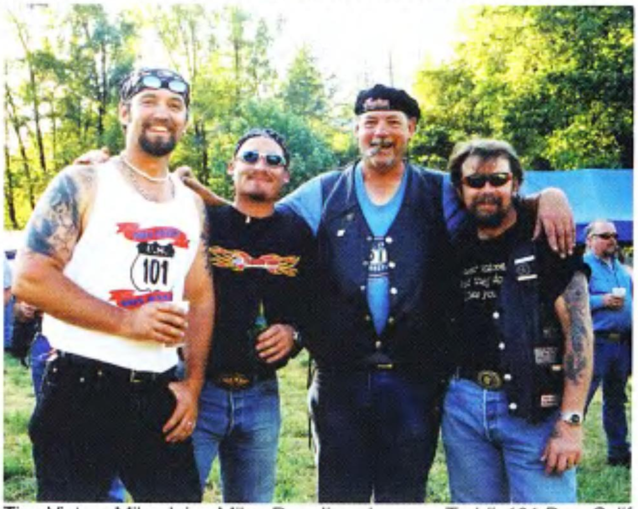
Erik Von Newt. —*Dream Weaver Photography, Inverness, Fla.*

Sunny-side up at Gulfport Blowout. —*Jay McDonald, Gulfport, Miss.*

Hitched at Sunrise Chapel, sent to the wind from the Kick Start Grill, 7-16-03. Photo: Dennis Carver. —*Paul and Reba Giordano, Tucson, Ariz.*



Buzzard's double bird act. —*Monty & Michelle Raether, UMF, SoCal*

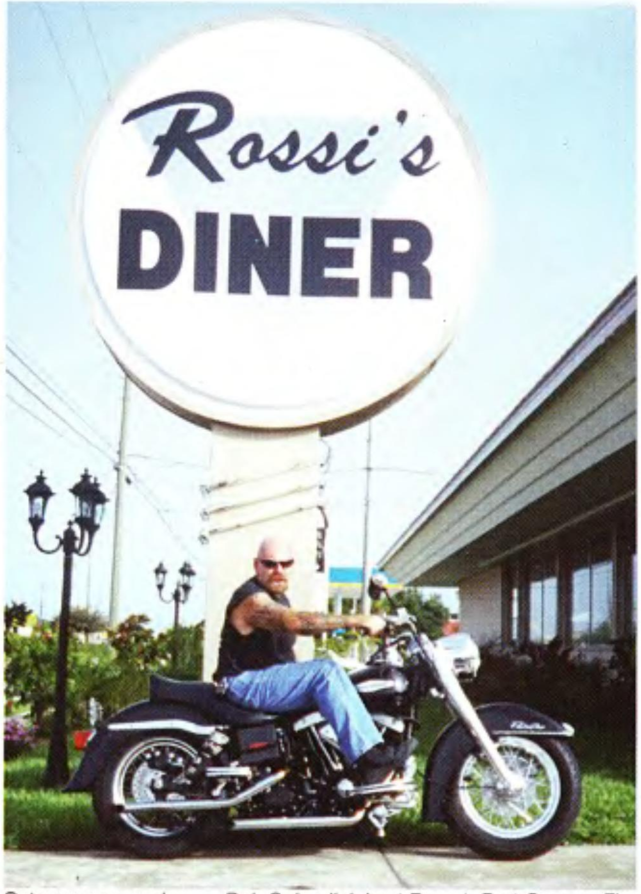


Tim, Victory Mike, Injun Mike, Rev. Jim—bros. —*Teddi, 101 Run, Calif.*

One sure way to get in the rag. —*T-Bone, Misfits MC, Miss.*

Road pirates. —*Judy Boden, The Sand Bar, Lake Marie, Antioch, Ill.*

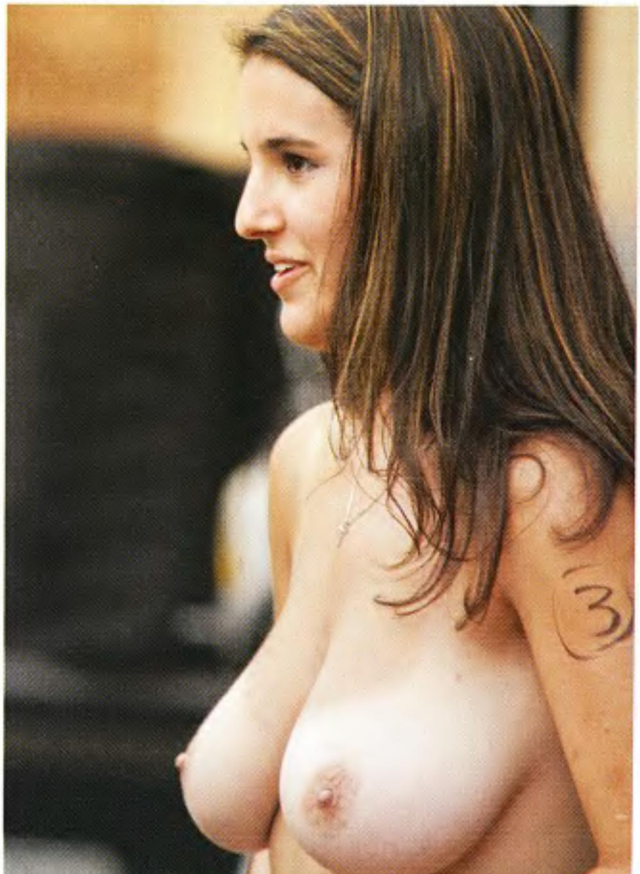
Required equip. when deployed. —*Gary and Dan, In the air, Iraq*



Get my eggs ready. —*Bob Spizzolini, Last Resort, Port Orange, Fla.*

"Her top's off again, isn't it?" —*Stripe, Freedom Rally, Algona, Iowa*

Karen—bride on the ride. —*Rick Presnell, Piney Flats, Tenn.*

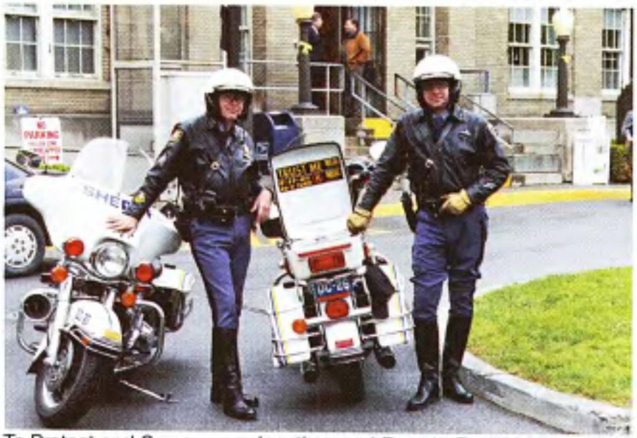


She's No. 3? Who's No.1? —*J. Michael Johnson, Cherokee Survivors*

Young and purky, loose and proud. —*Mike Childers, Newton, W.Va.*

A typical day at *Easyriders*. —*Ricky Akridge, Gulfport, Miss.*

Cute couple at Ugly MoFo Run. —*Ben Martinez, Thornton, Colo.*



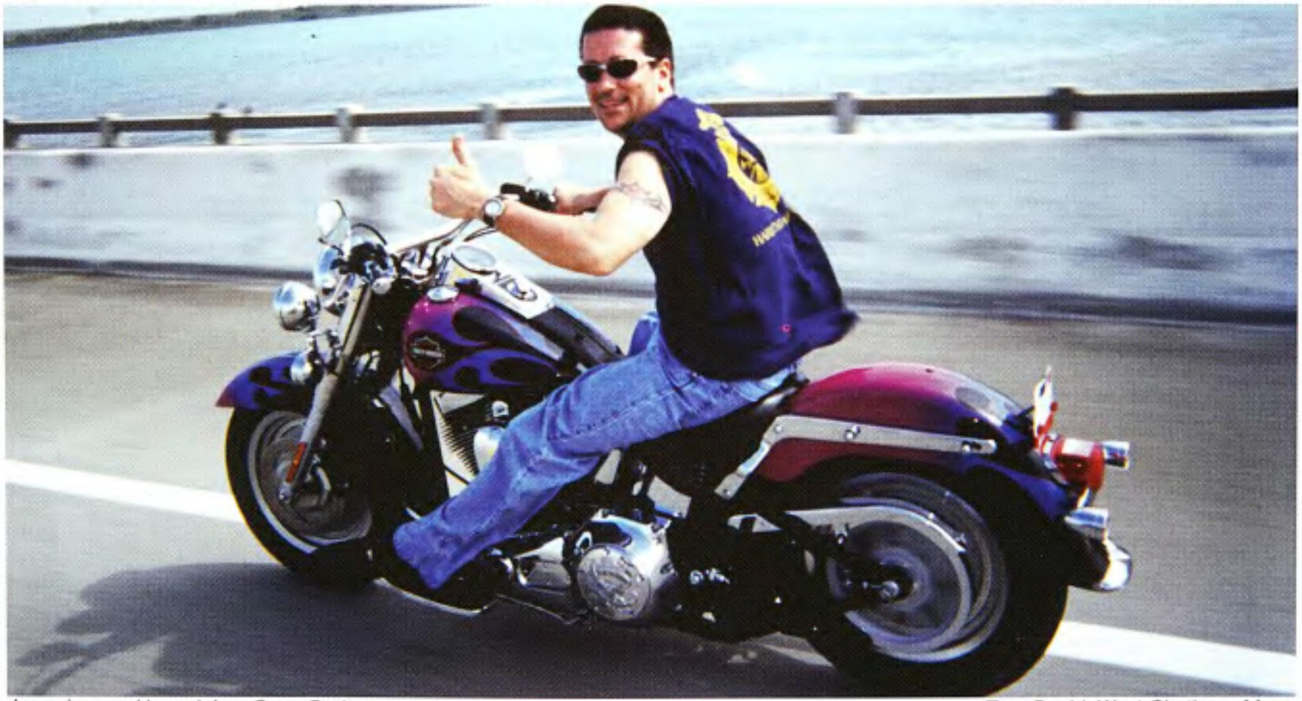
To Protect and Serve. —*Jonathan and Everett, Poughkeepsie, N.Y.*

Aw shucks, Gladys, put 'em away!" —*Jay Mac, Gulfport Blowout*

Desert inspiration. Hotter'n a well-diggers ass. —*Sgt. Ron Smith, Iraq*

Tribute to ridin' easy. —*Steve Strutski, Supply, N.C.*

She dazzles deep in the heart of the Republic of Texas Rally. —*Gene Slater, Austin, Texas*



Jazzed up and jammin' on Cape Cod. —*Tom Gould, West Chatham, Mass.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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KENDALL JOHNSON CUSTOMS' CAMEL BIKE

LAST OF A BREED

This past May about 6,000 people helped Kendall Johnson and his crew celebrate the grand opening of their new 8,500-square-foot facility located in the southeast area of Winston-Salem, North Carolina. The new shop boasts a 1,200-square-foot showroom, a 5,000-square-foot shop area plus a fabrication area, an engine room, a dyno room, a port and polish room for headwork and some storage bays for works in progress. That progress would include the bikes Kendall has been cooking up for the Weld Wheel/Evo Motors tour show bike, the S&S drag race shoot-out bike competition plus the slew of custom built-to-order bikes for KJC's customers. And oh, yeah, the bike Kendall was building to ride across New Zealand for the Speed Channel.

Speaking with KJC's General Manager Steve Brown, we asked him what got the project rolling after R.J. Reynolds called up with the Camel Bike go ahead. Steve laughed and answered, "Pretty much a lot of fear. That's because at first we had no clue where the project would take us. But we already had the 140-inch S&S motor so we knew we would be building something based around it. The Camel people pretty much let you run wild with it, the only stipulation being that the bike has the Camel Roadhouse logo on it and of course be show quality and be ready in time for the bike event tour."

Kendall wanted to build something that had a racy looking theme. Again it was the engine that generated much of the design considerations.

"We went with all the stretch in the downtubes," Steve explains, "because the engine is so tall. It was the reason we filled in the fuel tank to enclose the gap between the engine and the backbone in order to keep it seamless looking."

The gas tank was scratch built and took some special effort to say the least. As for those one-off "camel hump" pipes, Steve says, "They sound very rowdy. All in all, it's a stretched-out bike, something you want for a drag bike/bar hopper but has got air suspension so Kendall can get comfortable with it."

The 140-inch S&S motor was treated to KJC's headwork, one of their in-house specialties. It also took on a Headquarters cam and Kendall's special go-fast tweaks registered 175 horses on the Dyno's hold-on-tight meter. Maintaining

that "racy" theme, Kendall got together with painter Mike Learn of Mike Learn Airbrush & Design in Tempe, Arizona, and decided they wanted something badass-bright, so they went with a candy red and black color scheme.

When you build an all-new bike, sometimes there are extra dividends for both the builder and his customers. In this case the result of the R&D that went along with the Camel Bike project produced some new products now available in the KJC catalog including KJC's new 4-inch open primary seen here. Says Steve, "We got together with Bandit Racing and they designed a hub and clutch setup while we did the inner primary and all the billet stuff so that we now had a clutch that won't slip with the big motor. The bike's also got our new 250-series swingarm, something our new frames now feature."

The bike showed up at Bike Week but then the Camel Bike tour came to an abrupt halt as R.J. Reynolds canceled their program. Kendall, however, carried on the tradition by taking the bike to the rest of the events where the bike literally spun heads.

"We carried it to Daytona and people absolutely loved it," Steve says. "And when they started looking closely at the motor they really went nuts because it's got 172 horses to the rear wheel with 175-foot-pounds of torque." You could say this last-of-the-breed Camel Bike

had plenty of serious hump.

Kendall's been riding it around at the shows and between the shows as well. Call it his semi-daily rider although most recently he's been blasting off on a new ride. This past November Kendall headed off to New Zealand where he rode a newly minted KJC chopper across Kiwi Land with riding buddy and fellow master builder Billy Lane. You can catch that adventure on an upcoming Speed Channel program.

This last of the Camel bikes is up for sale and you can learn more about it and Kendall Johnson Customs by logging onto www.kendalljohnsoncustoms.com or calling 336-771-4222.

—Paul Garson

Owner: Kendall Johnson Customs
City: ......Winston-Salem, North Carolina
Designer: ......Kendall Johnson

General
Fabrication: ......Kendall Johnson Customs
Year and make: ..2003 Camel Bike
Model: ......KJC softail-style
Assembly: ......KJC
Time: ......three months
Chroming: ......Atlantic Coast

Engine
Year: 2003
Model: ......S&S
Rebuilder: ......KJC
Ignition: ......Headquarters
Displacement: ......140 cubic inches
Lower end: ......S&S
Balancing: ......S&S
Pistons: ......S&S
Heads: ......KJC
Cam: ......Headquarters
Lifters: ......S&S
Carb(s): ......2 S&S Ds
Air cleaner: Wimmer velocity stack
Pipes: ......KJC
Mufflers: ......naw

Transmission
Year: ......2003 Baker 6-speed
Modifications: ......chromed

Painting
Painter: ......Copperhead
Color/type: ......House of Kolor red and black
Special paint: ......Mike Learn Airbrush & Design

Frame
Year: ......Extreme
Type: ......softail-style
Rake: ......48 degrees
Stretch: ......6 up, 3 out
Shocks: ......Legend Air Suspension
Modifications: ......KJC

Accessories
Bars: ......KJC
Risers: ......n/a
Handlebar controls: ......PM
Fenders: ......Fat Katz/KJC
Headlight: ......Headwinds
Taillight: ......KJC
Speedo: ......n/a
Dash: ......n/a
Front pegs: ......PM
Rear pegs: ......n/a
Electrics: ......KJC
Gas tank: ......KJC
Oil tank: ......KJC
Oil system: ......S&S
Seat: ......High Rollers
Mirrors: ......none
Grips: ......Independent Cycle

Forks
Type: ......Perse
Extension: 14-over
Builder: ......Perse
Special features: ......Independent Cycle triple trees

Wheels

Front
Size: 21-inch
Wheel: ......Carolina Customs
Tire: ......Avon
Brake: ......Performance Machine

Rear
Size: ......18 x 8 1/2 inches
Wheel: ......Carolina Customs
Tire: ......250 Avon
Brake: ......Performance Machine

Photographer: ......Michael Lichter

Meet August's Winner

Talk about startin' your year off with a BANG! We'd like to introduce to you this young (boys, she's only 20), seductive cutie. We call her Little Leyna, but you can gaze upon her as your August Fox Hunt Winner. This extreme hottie has exactly what it takes to keep ya warm all night long, during those harsh winter months in her hometown of Columbus, Ohio. In fact, with any luck, ya just might see her flashin' that smile and those legs at our Invitational Bike Show this coming February. Of course, if ya were in the mood for bribin' us, we just might tell ya where you'd be able to get a "lap full of goodness" from this little spinner, as she's a dancer and can be seen at various clubs around the country. But if ya can't make it to one of them yourself, cuz the wife won't let ya, take this issue into the john, lock the door and rub it all over yourself. Yeah...like you've never done it before. Or, you could just act like a normal human being and gaze upon it as you peacefully remember what it was like to be horny and 20 years old, looking for a lass such as Leyna...Hey! I'm in here and I'll be out in an hour!

—Howie Feltersnatch

Angela—Ohio

#0101

"I took my first ride, many years ago, with my dad. Now I am hooked. I just can't seem to get enough of it. It feels just like a huge vibrator!"

Josée—Qubec

#0102

"I don't exactly remember when I took my first ride on a Harley. However, I know that only a true Harley man knows how to make me hold on tight!"

Angela—Texas

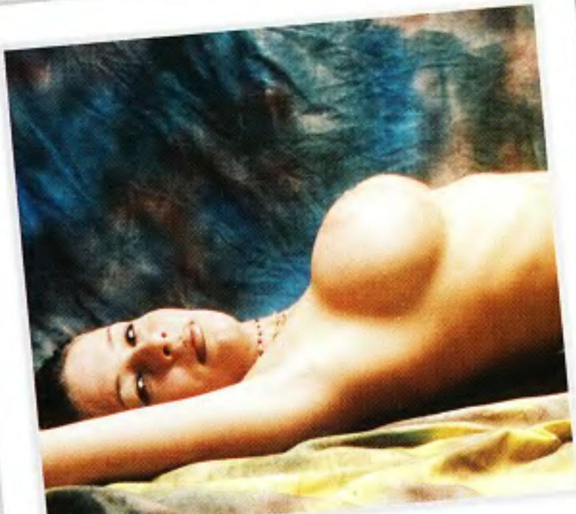
#0103

"My first ride was very exciting and erotic. After 10 minutes on the ride, I got off...real good."

Avery—Nevada

#0104

"It's real simple: I love riding; I'm all natural; I love posing for pictures...vote for me."



Tina—Georgia

#0105

"Unfortunately I'm still a virgin. I've never ridden on a Harley. Posing with a bike is as close as I've been. Although I ask, nobody wants to ride...with me."

Carrie—Pennsylvania

#0106

"My first ride on a Harley was absolutely fantastic. I loved the vibration, the wind through my hair and the man wrapped between my legs."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #367 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes December 1, 2003. The voting deadline for this month's crop of cuties is December 31, 2003. We'll announce the winner in the April 2004 issue.

Here she is folks, your September 2003 monthly Fox Hunt winner, Eve, Number 906 from Phoenix, Arizona. Come back next month and see a lot more of this lovely lass!

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
Date of Birth ______ I am ______ years of age
I will pose nude ______ Topless only ______
Model's Signature ______

Photographer's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
Photographer's Signature ______

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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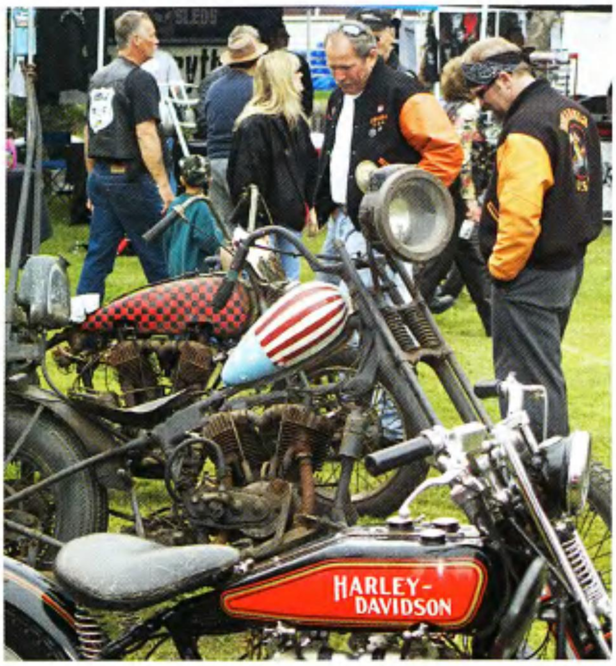
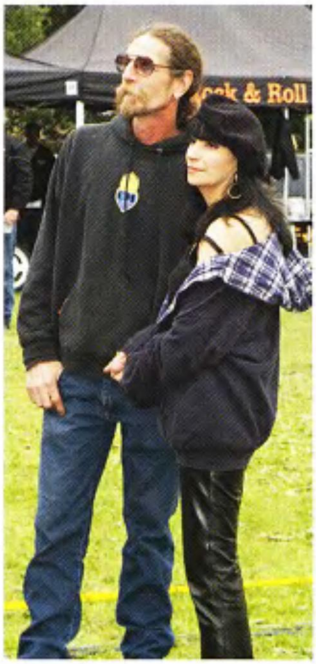




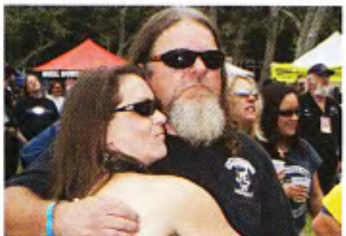
RIP'S B.A.D. RIDE VI

"Everything about my dad's life spoke of freedom; his spirit is present every time I hear a bike go by. Everyone deserves the right to live free from the threat of diabetes, and I believe Rip's BAD Ride is helping to create that freedom."

—Kristina Marie (Rip's Daughter)

Rip's BAD Ride was held on a rare cool and overcast June California day, and the nice weather made for swelling crowds and record returns for the 6-year-old charity event. For those who have been living in a cave for the last decade, Rip's BAD Ride was founded by our own much-beloved, roving reporter George "Rip" Rose, who passed away in February of 2000. While we continue to mourn his passing, happily his legacy lives on, thanks to the dedication of hundreds of volunteers who put on the event, and the thousands of people who attend his charity ride each year.

About 80% of all the money raised annually goes directly to the American Diabetes Association, and its fight to support national research into the cause and cure of diabetes. For those who enjoy riding with the pack, there were 17 separate starting locations this year. The destination was the stunningly beautiful Oak Canyon Park, in the city of Orange, California.



The Fryed Brothers Band headlined the event, which also featured Reno Jones. Karen Davidson, great-granddaughter of Harley-Davidson co-founder, William A. Davidson, and television screen star Larry Hagman were the Grand Marshals of this year's event. The Victor McLaughlin stunt team thrilled the crowd with their motorcycle aerobatics and precision riding. A custom bike show was held, with dozens of beautiful machines on display for the crowd to enjoy. There was also a dramatic increase in the numbers of vendors over last year's event. It all added up to many more things to do, and lots more people to see. A terrific time was had by all.

The mission of the folks who put on Rip's BAD Ride is twofold: raising money for the American Diabetes Association and raising the awareness of the public to the life threatening disease itself.

It is believed that about 16 million people in the United States have diabetes. Unfortunately, about one-third of them don't know it. Unchecked, diabetes can lead to blindness, amputations, heart disease and stroke. Heredity is one risk factor, but there are ways that you can lower your chances of contacting this disease. The highest risk group for diabetes are those of us who are overweight (20% or more over ideal body weight), and those who don't get enough exercise. Changes to your diet coupled with increasing the amount of exercise you get each day can significantly reduce the likelihood that you will contract this debilitating and very deadly disease.

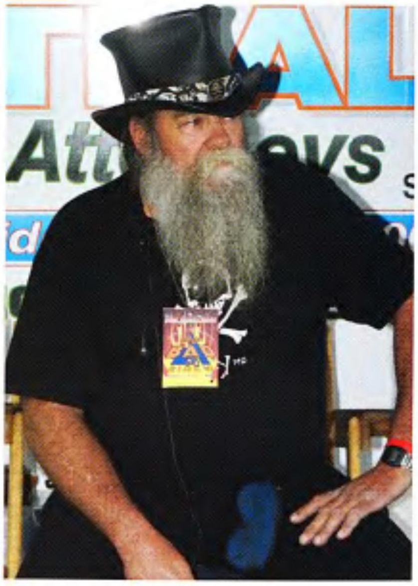
Unless you work at a job requiring strenuous physical labor, it's likely you aren't getting enough exercise. Try walking. Set aside 30 minutes a day, at least three to four times a week to take a brisk stroll. It's your life. You have the right and responsibility to enjoy it to a ripe old age, if for nothing more than to live long enough to annoy your kids and grandkids.

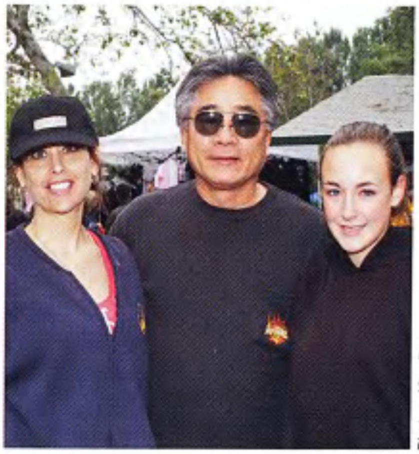
Oh yeah, I almost forgot. Another big risk factor for diabetes is stress. So the next piece of info I'm gonna emphasize is to ride that motorcycle. Next to sex, it's probably the best stress reliever there is. Just some words of advice from one of your bros at *Easyriders*.

—Dr. Kit

Rip's B.A.D. Ride:
www.ripsbadride.com
American Diabetes Association:
www.diabetes.org

Best Of Show		
1st John Lisenby	San Clemente, Calif.	2003 Chopper
2nd Rick Knox	Yorba Linda, Calif.	2001 Chopper
Best Sportster		
Richard Butler	Laguna Niguel, Calif.	2000 1200 Sporster
Best Softail		
Joe Say	Alta Loma, Calif.	2002 Custom Softail
Best Dresser/Cruiser		
Brent Seegraves	unknown	2002 Midnight Star
Best Dyna/FXR		
Fred Mooneyham	Pomona, Calif.	2003 DayTec
Best Rigid		
Brandon Walend	Rancho, Calif.	2003 Hardtail Chopper
Best Paint		
John Irwin	Canoga Park, Calif.	1995 Springer
Best Chrome		
Chris McFadden	Anahein Hills, Calif.	1996 FLHR
Best Shovelhead		
Sonny Mouneu	Whittier, Calif.	1981 Shovelhead FL
Best Panhead		
Brian Walker	Santa Barbara, Calif.	1953 Rigid Panhead
Best Vintage (Pre 1953)		
Mark Gallin	Fountain Valley, Calif.	1928 Indian
Best Trike		
Eagleye Myotte	Lawndale, calif.	1967 Y2 Breed Trike
Best with Sidecar		
Earl Joiner	Fountain Valley, Calif.	1979 Shovelhead
Best Classic		
Linda Hubbard	Aliso Viego, Calif.	1958 Service Car
Worst Rat Bike		
J.R. Erickson	Gavslan Hills, Calif.	1974 Chopper





Photos: Ken Ross

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HAWAIIAN ISLAND SPIRIT IN THE DESERT

MAD TIKI

In Hawaiian, *mana* is spiritual power. *Ono* means good. All *mana* is *ono*. If one neglects or uses *mana* wrongly, it is taken away. Kahuna Kustoms, located in the broiling desert city of Phoenix, Arizona, is dedicated to creating custom choppers with mana. Their roaring works of art are built with a coordination of heart, mind, and craftsmanship, all working together in harmony.

Art Molina grew up in Carson, one of the Southern California neighborhoods long inhabited by families of Hawaiian and Samoan descent who migrated from their islands to the Golden State. He was introduced and integrated into much of their culture at an early age, and the appreciation for their way of life leads him back the islands twice a year, where he hopes someday to retire.

Art was practically raised in his father's automotive repair shop in the Compton and Gardena area, where he was exposed to the world of customizing hot rods, dragsters, and motorcycles from an early age. Like many SoCal lads where he lived, his other passion in life was surfing.

In pursuit of higher learning, Art went on to college, which led him to a 20-plus-year career in the high-tech world, selling high-end computer systems to Sun Microsystems, EMC, and others. While riding high on the tech bubble, he began to question his industry's insatiable appetite for money. Sensing that the bubble was unsustainable in the long run, he went searching for an alternative to the mad rush towards a venture that was more creative and enjoyable.

After the Los Angeles riots of 1994 came too close for comfort, Art decided to move his *Ohana* (family) to Phoenix to improve their quality of life. While continuing his career in sales management and computer systems integration, he started thinking hard about how to apply these concepts to his real love, building fine custom motorcycles.

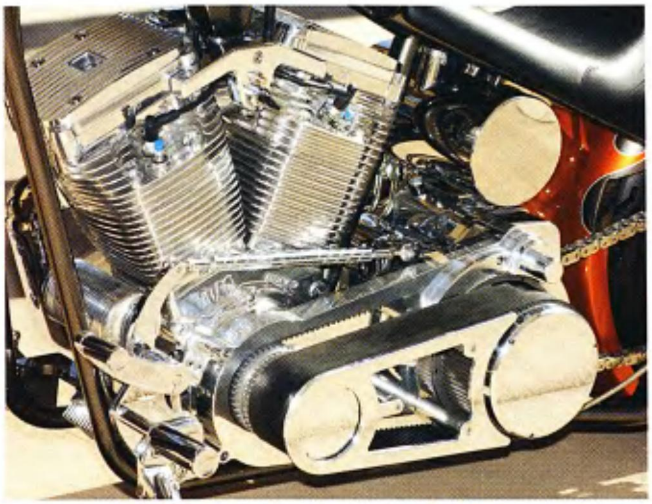
This thought process evolved to the point where Art began to equate bike building as simply another form of systems integration, bringing "best of breed" components together, combining them harmoniously to create clean flowing lines, while providing the ultimate in high performance.

The "Mad Tiki," Art's signature bike, started with a Kahuna Kustoms-designed frame, by Sam Ellis of Racing Innovation, built to Art's exact specifications. Then, Art mated the mighty 131-inch Merch Performance motor to the beefy and smooth Baker 6-speed transmission for a massive yet dependable powertrain. Combining many fine components from his friends at Paul Yafee Originals, Exile Cycles, Jerry Covington, and many others, he integrated them with other elements of his own design to create his own vision of the ideal free-flowing chopper, one that bears all the passion and pride of its creator.

The metallic pewter paintjob with copper flames and Mad Tiki graphics was applied by Deano of Deano's Body Works, a well-respected custom painter in nearby Tempe, Arizona. Deano does much of the one-off paintwork required by the growing Phoenix chopper and custom bike-building community.

For now Art is content to build his custom creations in his large backyard workshop, but will soon be outgrowing the facility for a new store front nearby. They have many new projects in the works, as well as cool merchandising. If you wanna "feel da *mana*," give Art a call at 480-657-2323, or visit 'em up on the Web at www.kahunakustoms.com.

—Kit Maira



Owner: ....Art Molina
City: ....Phoenix, Arizona

General
Fabrication: ....Kahuna Kustoms
Year/make: ....2002 Kahuna
Model:................................chopper
Assembly:............Kahuna Kustoms
Time:................................6 months
Chroming: ....Southwest
Polishing: ....Southwest

Engine
Year:...2002
Builder:............Merch Performance
Displacement: ....131 cubic inches
Cam: ....Merch Performance
Carb: ....Mikuni
Ignition: ....Compu-fire
Pipes: ....Kahuna Kustoms

Transmission
Make: ....Baker
Year:..2002
Shifting: 6-speed
Special Features: ....Billet-4-U primary

Painting
Molding: ....Deano's
Painter: ....Deano's
Color: ....pewter
Type: ....Urethane
Special paint: ......copper flames w/ Mad Tiki graphic

Frame
Maker: ....Kahuna Kustoms
Type:...................................hardtail
Rake: ....45 degrees
Stretch:.............................6 inches
Other alterations: ......neck gussets

Accessories
Handlebars: ....drag
Risers: CCC
Handlebar controls:................Excel
Fender: ....Exile Cycles
Headlight: ....Adjure
Taillight: ....Paul Yafee Originals
Pegs:.......................................Excel
Electrics: ....Kahuna Kustoms, Paul Yafee Originals
Foot controls: ....Excel
Gas tank: ....Kahuna Kustoms
Oil tank: ....Kahuna Kustoms
Oil system: ......Merch Performance
Seat: ....Guy Thieman
Mirrors: ....Paul Yafee Originals
Grips:.......................................Excel

Front end
Type:...wide
Extension:.........................14 inches
Builder: ....Kahuna Kustoms

Wheels

Front
Size:...................................21-inch
Hub: ....American
Rim Width: 2.25
Tires: ....Metzeler
Brakes: ....Exile Cycles

Rear
Size:...................................18-inch
Hub: ....Exile Cycles
Tires: ....Avon
Brakes: ....Exile Cycles

Special Thanks:............Da Ohana, Paul Yaffe & Crew, Russell Mitchell/Exile, Jerry Covington & Crew, and the Crew at MID-USA.

Photos:....................Butch Lassiter

Larry St.George got his start by chopping and stretching his minibike at the age of 8, then bought his first Harley when he was only 13 years old. By 1964, Larry had worked two summers and saved up the 60 bucks he needed to buy a most awesome, chopper-style Huffy bicycle known as "The Rail." Thirty years later, that chopped bike was still with Larry while he created this 10-foot-6-inch-long, RevTech-powered "reptilianous" ride.

Larry's wife, Kristy, is his business partner, and she was far more help to him than just someone who "puts up with his bike fetish." On their first date, Kristy rode 330 miles on Larry's bike, which was a hardtail. They turn every show they attend into a family affair, since their 10-year-old daughter Sarah can't wait for an excuse to get leathered up and lacquered down.

At the Sacramento, California, Easyriders Bike Show, Kristy threw a discerning glance at the bike's sinister black color with a hint of purple and dubbed it, "Purple Poison."

With all those snakeheads, sharp fangs and pointy things all over it, Purple Poison

Purple Poison

ONE WICKED PIECE OF ART

looks rather dangerous, and it is. Larry is literally getting "bitten" by something sharp on his bike all the time, but he doesn't seem to mind.

"It's a great feeling," Larry says, "to be tooling along at 75 or 80 miles per hour on something that you conceived and built. It's really hard to describe."

Larry rides around with 50 or so active West Coast, good-time fellas known as The Goatheads. Their Thursday afternoon meeting place is at Coyote's. Any other time they can be found warming a couple of barstools at Fox's on the River. Some of the ideas and talent that went slithering into the recipe for Purple Poison came from within the secret world of this social club.

Mike Love is a painter's painter and admired by anyone who has ever seen fine paintwork. Mike is also president of The Goatheads. Al Shaw is one motor-tweakin', old school bike-buildin', Canadian bro. He runs V-Twin Customs of Lake Havasu City, Arizona, and was always quick to suggest that they make parts themselves, since almost nothing from a catalog would fit a bike this radical. There is also Richard, who is the friendly neighborhood welding specialist.

Larry's last custom bike was a 96-inch stroker in a rigid chassis that rattled its own bolts right out. Diamond Chassis made this way-out frame with a Legends Air Suspension setup so now Larry's fasteners are safe. Many of the one-off parts are a product of a company called Image. Larry had to have some pipes and bars from famous Mike Stafford at MGS, who does some very beautiful work.

The inverted Spyke front end is extra in every way. For instance, the fork tubes, 63 millimeters in diameter, were stretched 25 inches over stock extension to make the Anaconda-like system work together. Larry told us that at any speed, this is one of the best riding bikes he has ever been on. The highest compliment Larry gets at any show is when he hears someone say, "That is the wickedest piece of art that I have ever seen!"

Get a taste of Purple Poison in person this February 13, 14, and 15 at our Easyriders Bike Show Tour stop in Columbus, Ohio. Speaking of taste, this month's Fox Hunt winner, Ms. Leyna, kept Larry busily wiping away the remnants of her tasteful poses with a white cloth, which she later autographed as thanks for all of his work.

—Cheesey Rider

Purple
POISON

POISON

POISON

Owner: Larry and Kristy St.George
City:........................Parker, Arizona

General

Fabrication: ....Larry St.George
Year/make: 2003 Custom Chopper
Model:................................Ultimate
Assembly: ....Larry St. George
Time: ....Two Years
Chroming: ....Drum Plating of Parker, Arizona

Engine

Year: ....2000 RevTech
Rebuilder: ....Al Shaw
Displacement:......100 cubic inches
Cam:..................................RevTech
Carb:..........................S&S Super G
Pipes: ....MGS Customs

Transmission

Year/make: 2001 RevTech 6-speed

Painting

Molding: ......Mike Love of Custom Paint Specialties
Painter: Mike love of Custom Paint Specialties
Color: ....black with purple pearl
Type: ....House of Kolor
Special paint: ....Mike Love of Custom Paint Specialties

Frame

Year/make: 2003/Diamond
Type: ....softail-type air ride
Rake: ....56 degrees
Stretch: ....8 inches down, 4 inches back
Shocks:....Legends Air Suspension

Accessories

Handlebars: ....MGS Customs
Handlebar controls:....Performance Machine
Fenders:......Diamond Chassis rear, MGS Customs front
Headlight:......................Headwinds
Taillight:................Thunder Lighting
Pegs: ....Image
Foot controls: ....Performance Machine/Larry St. George
Gas tank: ..Larry, Mike, Al, Richard
Oil tank: ......Diamond, Larry and Al
Seat: ....Larry St.George/ Andy at Bar Enterprises of Sunland, California
Mirrors: ....Bikers Choice
Grips: ....Death Grips by Thunder Cycle

Front end

Type: ....Inverted, 63 mm, 25 inches over extension
Builder:..................................Spyke

Wheels

Make: ....Wheel Works
Size: ....21 front/ 18 rear 250
Tires: ....Avon Venom
Brakes: ....Performance Machine
Special features:....Special thanks to Kristy for bank rolling the damn thing.
Photos: ....Rick Hustead

CRAP WE WASTE MONEY ON

Maybe I'm not a natural born romantic, or maybe I'm just cheap, but I just can't get into the whole idea of buying flowers. It seems so stupid to show my affection by dragging home a handful of long stems which, within a week, will be in the Dumpster. Don't get me wrong, I've done some stupid shit to impress women, but I don't understand why men try to impress females by offering them something which, in effect, is already dead. Or why women are impressed by it. I'm sure they wouldn't be so enamored if a man was to show up for a date with a freshly killed cat. (Although I must say, I would pay big money to see that action.) So what's so great about freshly killed plant life?

I imagine that the idea of bringing fresh-cut flowers to a woman started hundreds of years ago. Back then people didn't spend a lot of time in the tub, so it would make sense to bring along something sweet smelling to cover your scent. Or her's, for that matter. This is probably where the idea of making love in front of the fire originated. Smoke is also great for masking odor.

Over the centuries, for some reason, we've stuck to the tradition, even though nowadays most of us smell pretty decent. We've got soap, deodorant and perfume to make us smell floral. Why floral, I don't know. Somebody should make a perfume or cologne that smells like roast chicken or a new car. Or beer. I'd buy that.

I think there are a lot of things you could give to a potential mate that would be far superior to flowers. Something that proves that you are in the relationship for the long haul, like a nice screwdriver set or a really good knife. Nothing says long-term commitment like a lifetime warranty.

But I wouldn't stop there. I've got lots of suggestions for stuff you can purchase to impress the chicks. For example...

A nice roast of beef. Everybody loves beef. Or if red meat isn't your thing, how about a plump chicken. Avoid fish though, it doesn't travel as well in your saddlebags on a hot summer day.

A stuffed animal. No not those cute little teddy bears you buy in the gift shop. That doesn't take any effort. Go out and kill yourself the prettiest critter you can find, take it to a taxidermist and have it properly mounted. Just as an added tip, ladies love bunnies, and if you watch for road kill you won't have to bother with the hunting trip.

Beer. I've always believed that beer is the perfect gift. Even if she doesn't drink, at least you'll be happy. If she really loves you, your happiness should be just as important to her as her own.

Coupons for stuff. Women love coupons and they're easily available just by flipping open your local newspaper. You can find coupons in there for all kinds of useful items such as groceries, hair-care products and cook wear. All the stuff that women love to receive.

But flowers aren't the only thing we all waste money on. If I could get back all the money I've pissed away on nothing, well, actually I would have pissed it away on something else, but that's not the point.

My wife bought a pair of shoes the other day with 6-inch heels. Yep, 6 inches. I'm not sure why she wanted 6-inch heels. I always thought she was tall enough, but apparently I was mistaken. She is now about 7 feet tall and extremely tippy. So tippy, in fact, that she can't actually wear the shoes. Well, only if she's sitting down, or in any position other than actually standing. (No horizontal jokes, I've already thought of them all.) Unfortunately, standing is a big part of what you do in shoes, so the end result is that she doesn't wear them. They have joined the vast array of stuff we've wasted money on. Money so poorly spent I might as well have lit it on fire and flushed the ashes down the toilet.

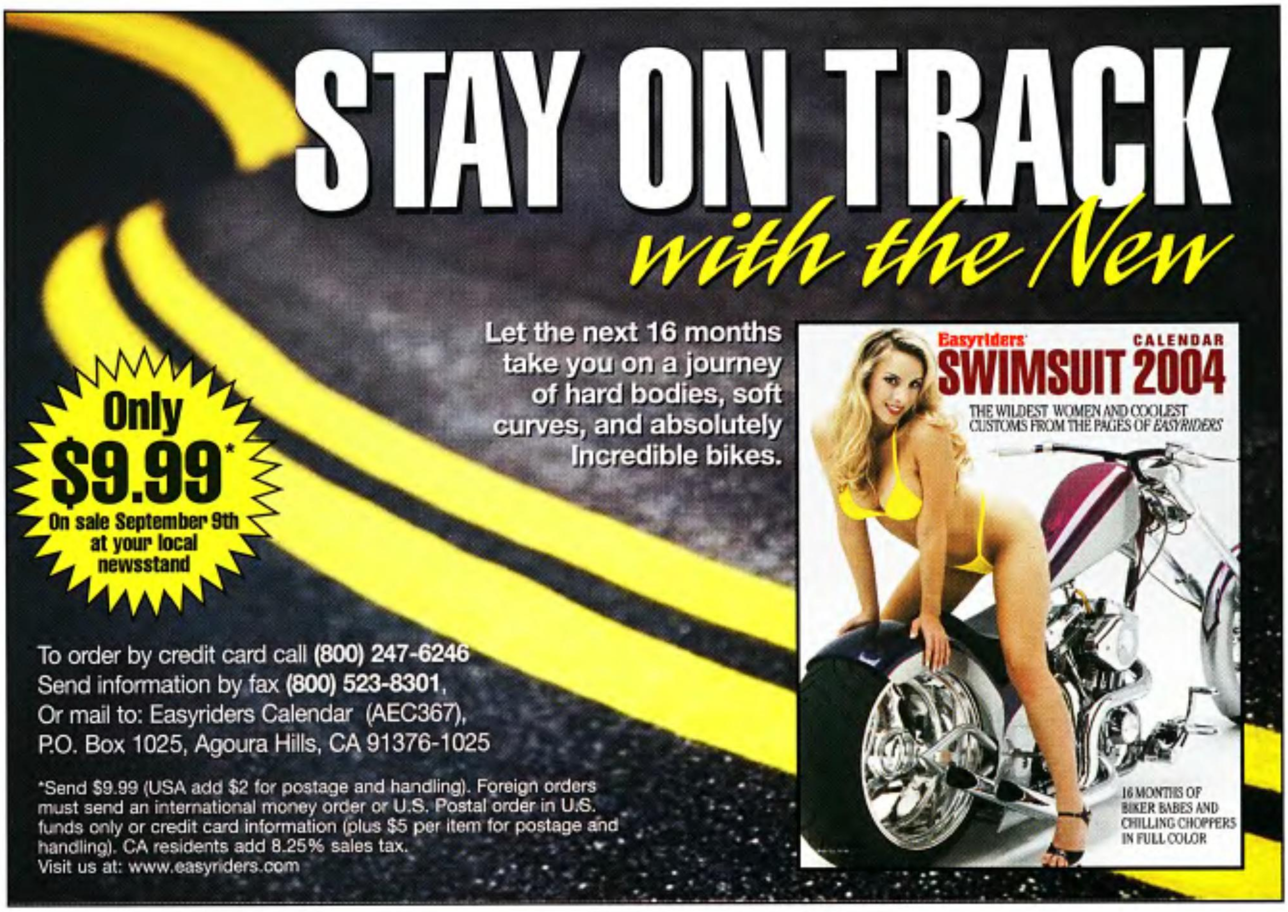
Looking around my house I realize that most of the crap we own, we don't need. Lord, you should see my basement. You'd swear a hole opened up in the floor so someone in hell could toss out all the crap they don't need. Of course, I wouldn't know if there was a hole in the floor because you can't actually see the freakin' floor. The laws of gravity tell me it must be there, but don't ask me to describe it.

For example, we own a bagel cutter. It's a device that holds your bagel firmly in place so you can cut it in the most efficient manner. Sounds good, and it would be except for a couple of problems. First, we rarely eat bagels. Now and then, but certainly not enough that you would need a special device to cut them. Secondly, the thing doesn't work very well. If you insert said bagel and follow the instructions, it doesn't exactly cut your bagel in half. It just kinda cuts off a thin slice and leaves most of the bagel intact. Hardly seems like it was worth the 12 bucks it cost, but I guess if I hadn't bought it I'd never have had the chance to learn that it can also slice off the end of your finger should you ever be preparing a bagel while laughing at your wife trying to walk in her stilt-like shoes.

Also in our basement you could find not one, but many garden tools. We don't have a garden, but if we ever do we have the necessary implements to till it, or whatever the hell you do in a garden. There are also small appliances that don't work, stereo speakers, clothes, books, magazines, wedding gifts we've never used, an old waterbed, and though I'm not sure which, either a small dog or a very large rat.

By now you're probably saying to yourself, "Greg, why the hell are you telling me this? Have you been drinking?" Valid questions, and yes I have, but I do have a point. Next time you're at the scooter shop trying to decide if you should drop your hard-earned cash on some shiny part, just go for it. Really, have you ever regretted treating yourself to chrome? I didn't think so. Just whip out the credit card and warm her up. I guarantee anything you buy in a motorcycle shop will last a hell of a lot longer than flowers. It also won't wind up as part of a pile of crap in your basement. Although, no matter what you purchase, it probably won't be as funny as a pair of 6-inch heels.

—Greg White



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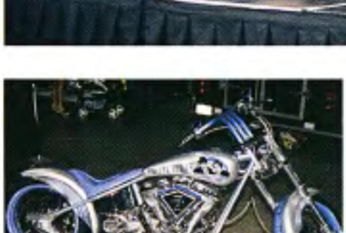
LOUISIANA BIKE SHOW

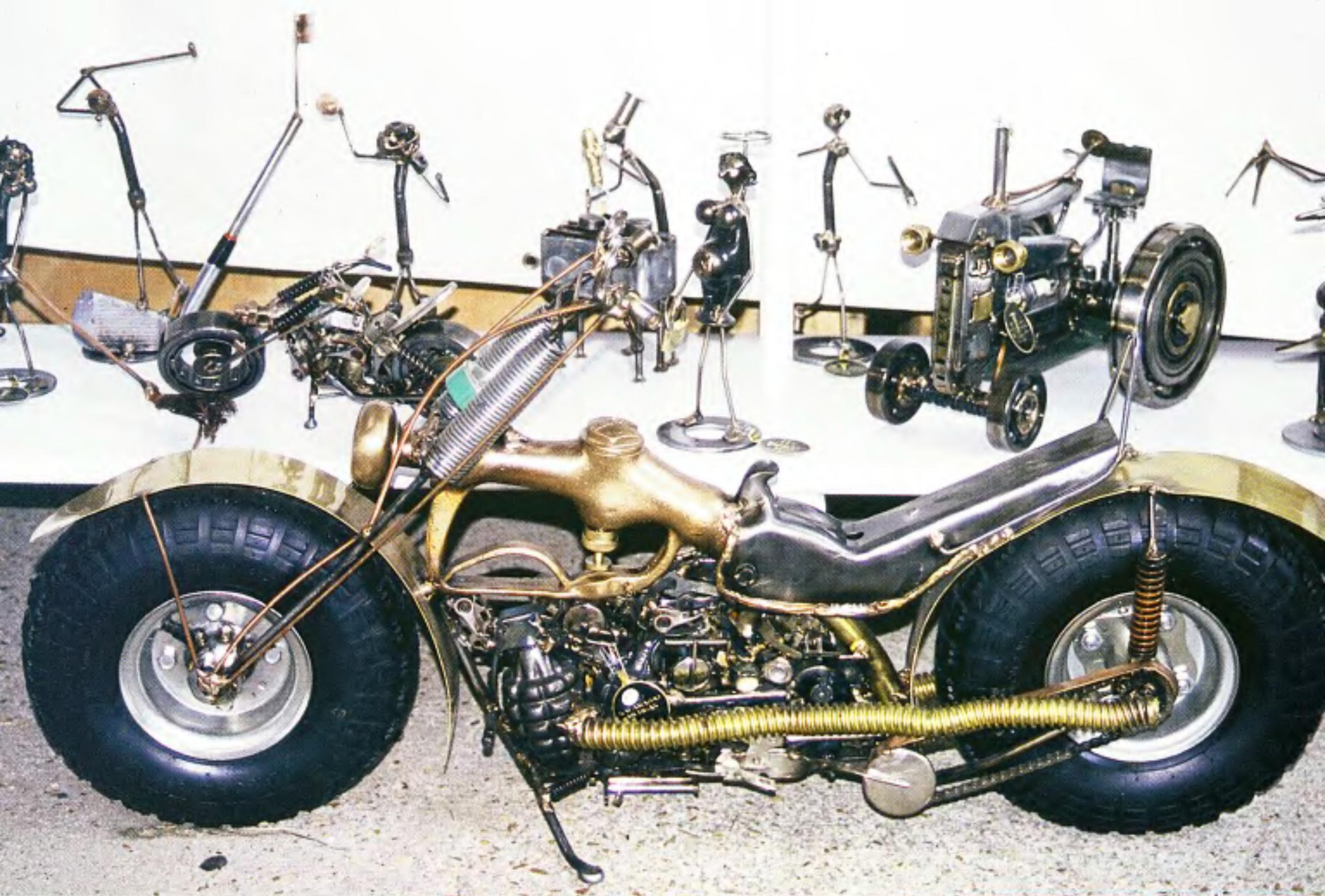
SUPER DOME-INANT

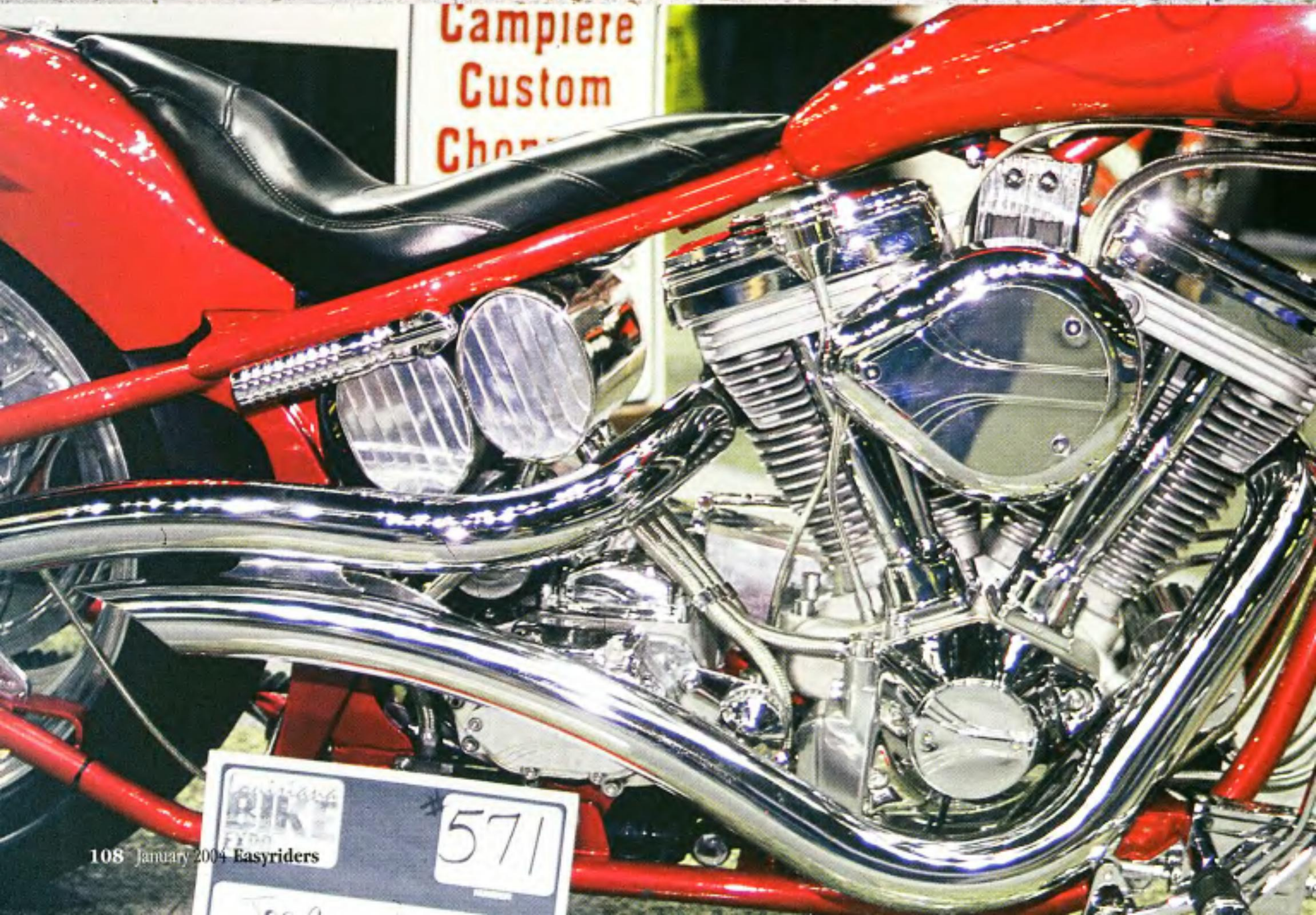
More than 30,000 fans and enthusiasts streamed through the doors of last year's Louisiana Bike Show, a three-day motorcycle event of truly gigantic proportions. Fittingly, the show was held in the world's largest indoor facility, the Super Dome in New Orleans, from May 2-4. Together with the 100 or so vendors and the more than 100 custom bikes entered in the motorcycle competition, this has become one of the largest motorcycle shows known to American man.

Inside, the attractions were aplenty. The Balls of Steel Stunt Show with the Landner Brothers whirling around on their bikes in a very tight sphere got the audience up on its feet, as did the Team Extreme Trials Showcase with Tommi Ahvala (supertrial.com) performing truly amazing stunts on his bike. Another perennial favorite is Rhett Rotten's amazing Wall of Death (wallofdeath.com), but for the male visitor, it was most likely the ubiquitous Purrfect Angelz (purrfectangelz.com) who made the show a particularly titillating one, while wives and girlfriends could shop to their hearts content for leather and other provocative clothes.

The true highlight of the three-day event, however, was the unveiling of the



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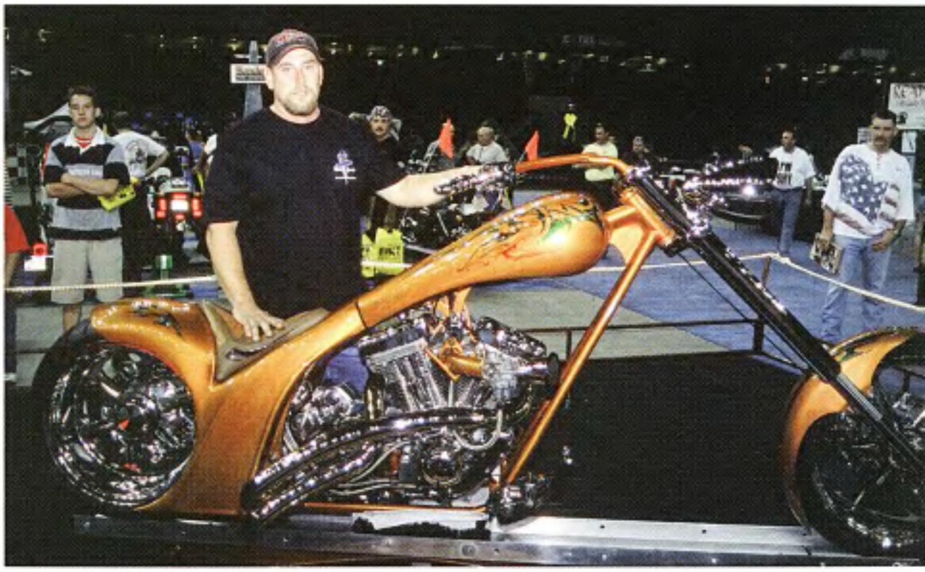
Fireman Bike, a rolling tribute to the New York firemen who died during 9/11. Built by Orange County Choppers of *American Choppers* fame, the bike not only featured a gas tank made to look like a fire engine and plenty of other fireman-related parts (ladders, a carb resembling a fire hydrant, the NYFD emblem, etc.), but even had an ax hanging from its swingarm.

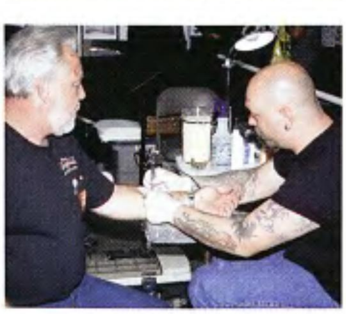
The crowds had already lined up all weekend long in front of the Orange County Choppers truck for T-shirts and autographs, and when Paul Teutul and his son, Paul Jr., rode into the dome on the Fireman Bike and the Black Widow, enthusiastic visitors went absolutely wild with applause.

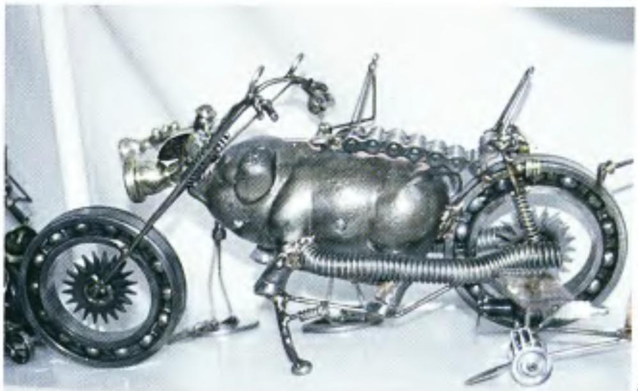
Following the ride-in was a tribute on the main stage, opened with a prayer and concluded by a dedication to not only the fallen firemen, but also to our troops in Iraq. All in all, it was a heart-warming event and a true testament to the power and popularity the sport of motorcycling enjoys these days.

Considering that five years earlier, when the Bike Expo was held for the first time at the Alario Event Center, some 5,000 people came by to see the event, there has been tremendous growth. "It has really exploded," agrees Karol Brandt, whip cracker at Scooter Promotions and organizer of the Bike Expo. "I think it's in contribution to the sport itself. With the sport growing, the attendance grows, and I compliment everybody promoting the sport in order to get those numbers up there."

The next Bike Expo is also already well





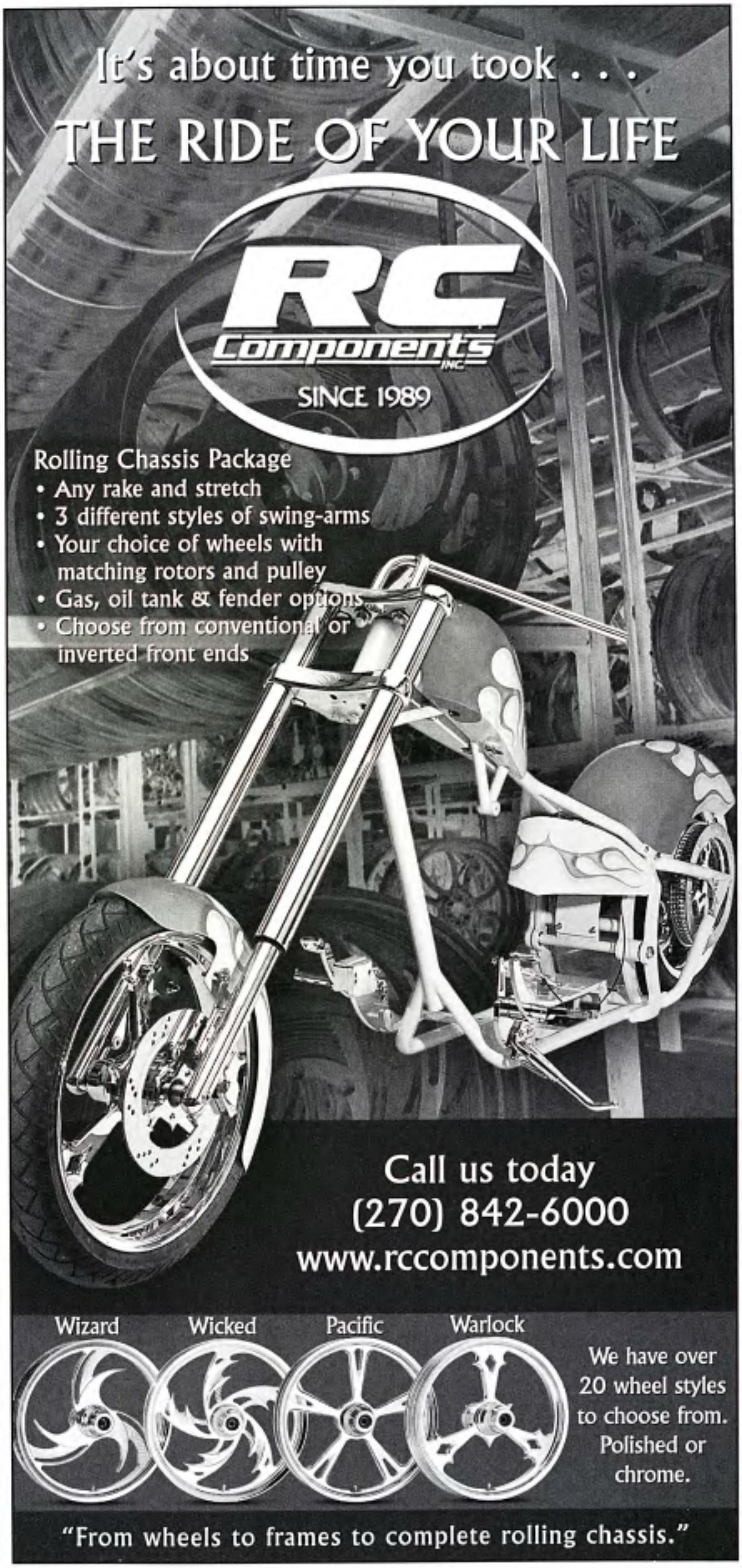


Photos: Kai Raecke

into its planning stages, and Karol says she's still planning on "bigger and better. We'll have a lot more manufacturers joining us, along with more celebrity bike builders and some new attractions." So if you love New Orleans and want to be there before it gets all hot and muggy, check out the sixth annual Louisiana Motorcycle Expo, at the Super Dome from April 30 through May 2, 2004.

For more info, check out the show's Web site, www.louisianabikeexpo.com.

—Red Baron



BY SARAH KUCHARSKI

PACK RAT

I had known John Finlay for all of an hour when I found myself clad in a borrowed leather jacket, sitting on the back of his 1948 pan-shovelhead Harley-Davidson, bound for Highway 17-A.

"What time is it?" John asked. "You got a watch on?"

"No," I replied.

He laughed one of those deep belly laughs and revved the engine. "I like you already," he said.

With a flick of the wrist and push on the clutch we were off. I didn't know where we were going. I didn't know when we were going to be back. All I knew was that the man with a plan bore the well-earned nickname of "Brother Speed," the result of over 70 speeding tickets accumulated over the course of a 33-year-long biking career.

Passing the city limits of Cottageville, John clicked the bike up a gear. We gained speed as the wind whipped through our hair, his long, white mane streaming out like wisps of stratus clouds.

"We aren't even warmed up yet," he yelled over the bike's trademark throaty, visceral roar.

John emitted a wolf-like howl and pumped his fist as we branched off onto Highway 61. The sun had almost set and the lights of Middleton plantation were twinkling through the Live Oak leaves.

A clear tract of land with newly erected apartment homes whizzed by on our right. John waved his hand dismissing them, "More progress."

We were tracing the yellow line, soaking up the twilight. A faint jingling noise like the sound of a dozen tiny reindeer racing alongside us could be heard over the din. It was a small set of bells tied to the bike's handlebars. Just above the bells, I saw my reflection framed by an assortment of foreign currency and one of John's own teeth, which had been silicone-bonded to the rearview mirror.

These coins, and what appeared to be a molar, represent only 1/10 of the total collection of memorabilia, knickknacks, keepsakes and weird stuff that serves as a paint job for our steed.

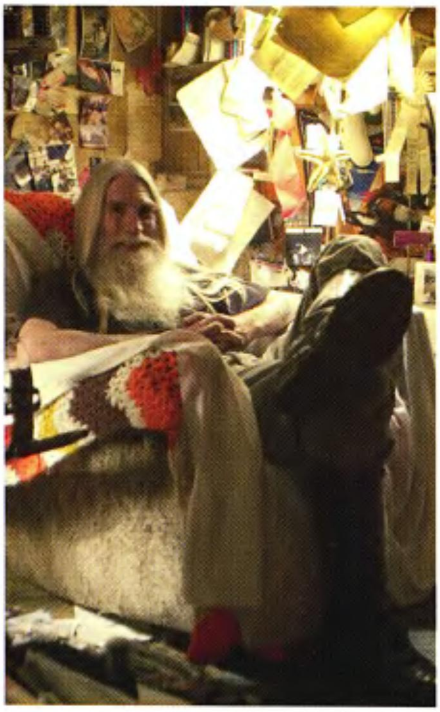
The bike had taken on a life of it's own. It is a living and breathing creature that feeds on the need for kitsch.

Somewhere underneath my left foot there was a plastic rat, to the left of the headlight you'll find a teddy bear and the first place medal John won for best of show—Rat Pack category—at that weekend's Heritage Bike Rally in Charleston.

Rat Pack, Pack Rat, for John the title appears to be one in the same. A glow-in-the-dark troll, a storm trooper, various stickers, the least of which bears a message to the effect of one standing on the bike owner's genital area, a Charleston Police Department badge given by a former member of the force and two 1492 Santa Maria gold doubloons compromise some of the bikes more notable tribal markings.

And buried deep within the frame is the bike's true conversation starter, a set of dentures, courtesy of John's mother.

The story goes that John was riding through the Arizona desert when a few too many Budweisers caught up with



him and he stuck his left pointer finger in the bike's chain as he was shifting. John rode to Albuquerque where a doctor cut away the mangled bone, sewed him up and sent him on his way. The bike earned the disclaimer: "Danger, she bites."

Later, when John's mother was due for a new set of dentures, she donated her old set to the cause, and they were permanently bonded to the bike's frame. To this day, the bike and the dentures are doing fine, but John is missing about a half-an-inch from his finger.

Once we hit Charleston, John and I pulled into a Ryan's Steakhouse where we instantly drew the attention of every patron. Walking through the door, the onslaught of greetings began, they all knew him here. Apparently, the steakhouse is a regular hangout for John and his crew.

We took a seat in the smoking section, and I tried to disregard the curious glances and unabashed stress as I slipped off my jacket and John headed toward the buffet with me in tow.

Admittedly, we were a curious couple. At 58, John was just slightly more than two and a half times my age. With my jacket off, I looked like a windblown version of a Gap commercial. With his jacket off, John still looked like a biker, dressed in shiny, knee high boots, loose jeans and a black Harley-Davidson T-shirt.

John loaded his plate with green beans, macaroni and cheese, baked salmon and three steaks. My plate was almost identical, minus the three steaks.

Over dinner we discussed John's past, his title as a living legend. John bought his bike from the Birmingham Police Department for $125 in 1969. First used as an economical means of transportation, the bike quickly became a lifestyle.

"Well, I bought that Harley-Davidson, and first thing that happened was the mustache popped out and the goatee popped out, I got laid off and then the wife left," he said. "After a while that's all I was doing was kicking around on that old motorcycle."

John traveled across the country with sex, drugs, guns and rock 'n' roll nipping on his heels. Nights were spent in cities from New Orleans to Anchorage. Somewhere in between, he apparently out-ran the Washington police, to be arrested later. But proving that no cage is meant to last forever, John set fire to the jail where he was being held and escaped. He fled the country to Canada.

John and I left the steakhouse in search of some action. We stopped at an Amoco station. As John pumped gas, I headed inside. The store's clerk immediately asked me, "Is that Speed?" I confirmed her suspicions and she grinned. She told me that she'd heard of him.

Once back on the road, we took to the highways, thundering past four-person families in their four-door sedans bound for Easter holidays of ham or lamb.

My sense of speed is overwhelmed by morbid daydreams of my body splattering into Chicklet-sized pieces as we smash headlong into a guardrail. I was almost hoping that we would break the 100-mph mark so that my death would be instantaneous.

Of course, there was no way of knowing how fast we were going. The bike has no functioning speedometer. That went out long ago, probably back when the odometer was still counting.

Descending onto Folly Beach, we rolled up to the Sand Dollar where cops are always hungry vultures circling and about 20 pieces of finely crafted machinery were lined up along the curb. Before we even dismounted, a small crowd gathered to welcome us. Those who didn't know John eyeballed his bike; those who did know him slap him on the back as we headed inside.

A southern rock band played cover tunes as John headed to the bar for a coke. He stopped drinking following an accident in December of 1975, which

"I don't care how ugly your ol' lady is, I still can't sell you Viagra without a prescription!"

left him with a penchant for seizures. While doctors forbade drinking, due to its swelling effect on the brain, they provided John with a written excuse to partake in…medicinal herbs.

Minutes later, John and I were out the door. He wanted to introduce me to Momma. I was wondering if I was really on my way to meet his mother when we rolled up to another bar. From the doorway he pointed though the crowd, "That's Momma."

Momma is a blues singer with cataracts in both eyes. Her son was playing harmonica, and her husband was on guitar. It took no more than two chords for me to recognize the distinctive sound of the Allman Brother's "Ramblin Man."

John told me that he knew Dwayne and Greg Allman back during their days in Macon, Georgia, and I positively burned with envy.

A friend of John's stumbled out from the bar crowd and extended a hand.

"Hey, you're famous man!" he exclaimed referencing a photo that recently appeared on the front page of the *Post* and *Courier*'s local section. John brushed it off, but there's a part of him that loves the attention. That's why he has been carrying a copy of the photo in his boot all night, and why his house's walls are lined with magazine spreads and photographs from the contests, movies and articles in which he's already appeared.

As John became engaged in conversation, a woman with a pockmarked face and pubic hair perm sidled up to me, reeking of beer. She pressed her breasts against my shoulder as she whispered in my ear, "I have AIDS, but I don't have syphilis or nothing like that."

I was horrified and quickly took to ignoring her as I inched toward John. Trained in the martial arts while his father was stationed in Japan and formerly a bouncer, John, I am sure, could fend off even the horniest of raving lunatics.

John is pretty much a former anything and everything. Having worked as a mechanic, a dishwasher, a smuggler and sheriff on a dude ranch, just to name a few occupations, John is a certified jack-of-all-trades. He lives his life largely based on the bartering system, exchanging a helpful hand for a new motorcycle part. A recent welding job cost him four of his mother's blueberry cobblers and a couple of bottles of his father's homemade wine.

We turned towards home somewhere around midnight. Running through Summerville, John flipped off the traffic lights as they turned red above our heads. Cruising down the back roads, we headed for one more bar, but it was closed. We turned around.

Who knows how many miles had passed in the six hours since we headed out on this journey. As we bumped down the dirt road leading back to John's house, I was sorry for the ride to come to an end, even though my intestines felt like they would actually fall right out of my body.

We parked the bike and grabbed a bottle of homemade wine. John poured me about half a glass and handed me the rest of the bottle to take home. Standing in the middle of his living room, he brushed out his mane, the white locks falling softly like snow on cedar trees. With the TV on low we made tentative plans for heading out to an upcoming Bob Dylan concert.

At 1:30 a.m., I finally headed out. Back in my car I felt like a slug traveling at the posted 55 mph. The world was sleeping, but I could hear the heads turning over on pillows, the sighs of America as she struggled to find meaning in that which we call life.

But in the seven hours spent on the backseat of that 1948 pan-shovelhead Harley-Davidson, I learned one lesson which I always will carry with me—you have to be absolutely terrified of dying in order to really live. ■

Photos: Sarah Kucharski

Zero Choppers

THE SAMURAI BIKES OF THE FAR EAST **BY PAUL FUNK**

We are confronted with products from Japan on a daily basis. All these products work perfectly, be they video players, cameras, cars or motorcycles. The only problem with these products is the often-characterless designs, mostly fantasyless copies of successful Western designs. And when they have a successful design, it's often made by a European design bureau (such as is the case with the Suzuki Katana). This makes it even more interesting to take a look at the Japanese chopper scene.

We have found that some of the world's most beautiful and original detailed Harley choppers are built in the Land of the Rising Sun. Older Harleys are especially popular, 45 flatheads and knuckleheads are not in museums but are raced hard in a special national class. Billet aluminum is rare, but gooseneck frames, shovelheads and fat 16-inch whitewall front tires are everywhere.

The 1960s and '70s retro styles are extremely popular. Even motorcycle clothing and helmets of those eras are much sought after. Original '70s Bell open-face helmets are changing hands for ridiculous amounts of yen. And there is already one company known to make perfect copies.

Very important in this scene is the chopper/Harley magazines *Vibes* and *Hot Bike Japan* (in Europe only). In these 300-page magazines you find the creations of many, if not all, of the Japanese chopper builders.

The most famous Japanese chopper builder in Europe is probably Chica, who moved to the USA a few years ago. This was a great career move for him, and his work has been published many times in *Easyriders*. But for me personally, the Zero boys are the true originators of the "Japanese Style."

Some 250 km outside Tokyo is the home of Zero Engineering. This small but very talented company has been building the most incredible choppers you could imagine for 10 years now. A dedicated staff of eight is responsible for these amazing machines, all driven by the visionary guidance of their founder and the owner of Zero Engineering, Shinya Kimura.

Zero Engineering builds bikes for famous Japanese TV stars, musicians, businessmen and everybody who agrees on everything Kimura and the staff design and have the money and time (there's a waiting list of two years).

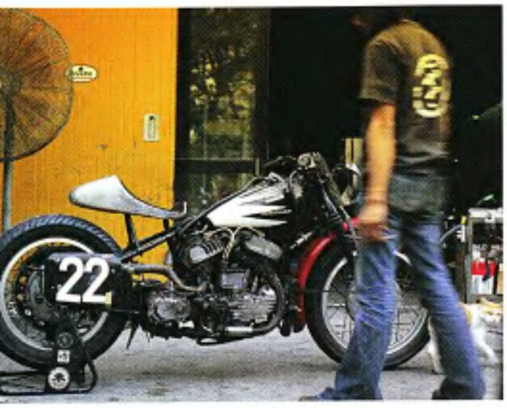
These motorcycles look something like 1940s' *Flash Gordon* wet dreams of the future, and like all the things the

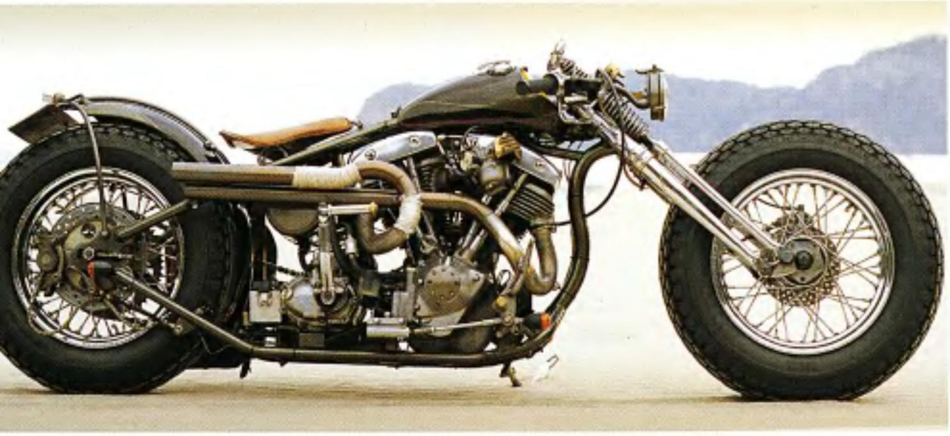
Japanese do, these bikes are immaculate. Well-engineered details are found in the smallest parts and make these bikes more works of art than forms of transportation. But don't get us wrong, these bikes are very ridable in every day traffic (most of them sport full lights and even turn signals), and the Zero customers ride the hell out of their machines.

In Japan, Zero Engineering is a legend in its own time, but it's through the initiative and work of photographer/designer/publisher "Kaz" Yamaguchi that the rest of the world finally can also enjoy these fine two-wheeled sculptures. He tracked down the owners of as many Zero bikes as possible, and traveled to every corner of Japan for interviews and to take photos for his first book called *Zero Chopper Spirit*.

The book has 175 pages and shows 520 photos of 49 Zero bikes. It will cost you a well-spent $34 plus postage. This is a book that every discriminating bike lover should own.

The book is quite easy to purchase if you have a credit card, just check their Web site www.zerochop.com, which will also give you a little taste of what Zero Engineering is all about. ✠





Zero Chopper (shown above):

Motor: .... 1972 shovel
Trans: .... H-D stock 4-speed
Frame: .... Zero hardtail, single tube, gooseneck, one off
Forks: .... H-D 1974 Springer
Drive: .... primary: Primo 11/2-inch open-belt, sec: Tsubaki ketting
Brakes: .... front, JayBrake 2-piston; rear, Lockheed 2-piston
Carb: .... Keihin
Electrics: .... H-D stock/Zero
Tank: .... Zero
Oil tank: CCI
Wheels: .... F&R Akront 16-inch, 40-spoke
Tires: .... Coker 5.00
Paint: .... Zero/green metallic
Owner: .... Akinori Hiraiwa
Built: .... Nov. 2000, Kimura.

Other Zero bikes include:

1980 4-speed shovelhead ....
Zero twin shock frame, divided oil/ fuel tank, 2-inch open Primo belt and hand made aluminum seat.

1999 STD and S&S pan ....
Santee hardtail frame, Forcella fork, Ducati wheels and Tokico brake callipers

Pan 1 and 2 ....
1950 panhead, Santee chopped hardtail frame, Zero springer front forks, Honda front drum brake and orange flake paintjob.

1938 EL knucklehead ....
Zero hardtail frame, 74 springer fork, handmade tank in oil tank.

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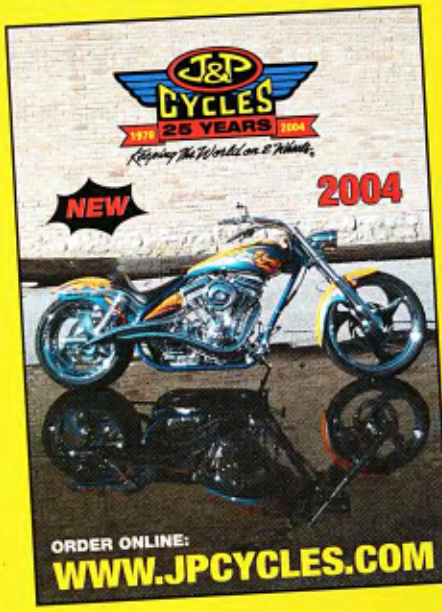

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2/28-3/9	Bike Week - Daytona Beach, FL
3/15-3/16	Mancuso H-D - Crossroad Park Dr., Houston, TX
3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO
4/11-4/13	Las Vegas H-D - Las Vegas, NV
4/18-4/20	Open
4/23-4/27	Laughlin River Run - Laughlin, NV
5/3	American Eagle H-D - Corinth, TX
5/9-5/11	Bergen County H-D - Rochelle Park, NJ
5/14-5/18	Crazy Horse - N. Myrtle Beach, SC
5/23-5/25	Freedom Rally - Evanston, WY
5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7	Milwaukee Rally - Milwaukee, WI
6/11-6/15	Bike Week - Laconia, NH
6/20-6/22	Gutterridge H-D - Danville, IL
6/27-6/28	Dave Stock H-D - Manitowoc, WI
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/11-7/12	Roeder H-D - Monroeville, OH
7/18-7/20	Overtuff Powersports - Springfield,IL
7/24-7/26	Honda Homecoming - Marysville, OH
8/1-8/3	Gerencer H-D - Elkhart, IN
8/6/-8/10	Full Throttle Saloon - Sturgis, SD
8/15-8/17	Las Vegas H-D - Las Vegas, NV
8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
9/5-9/7	Loess Hills Rally - Council Bluff, IA
9/11-9/14	Delmarva Bike Week - Ocean City, MD
9/19-9/21	Southern Tier H-D - Binghamton, NY
9/26-9/27	Sauk Prairie H-D - Sauk City, WI
10/3-10/5	San Jose H-D - San Jose, CA
10/11	Jim's H-D - St. Petersburg, FL
10/15-10/19	Biketoberfest - Daytona Beach, FL
10/24-10/26	Liberty H-D - Akron, OH
10/31-11/2	Specialties Motorsports - Bluffton, SC
11/8	Stone Mountain H-D - Lilburn, GA
11/16	Sarasota Cycle World - Sarasota, FL
11/21-11/23	Rio Grande H-D - Pharr, Tx
11/29-12/1	Open
12/5-12/6	H-D/Pompano Bch - Pompano Beach, FL
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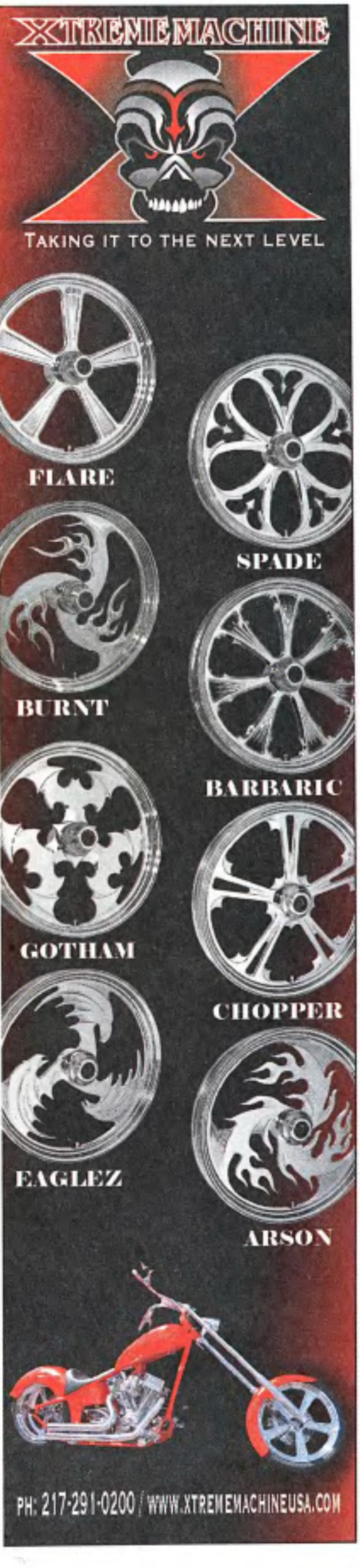

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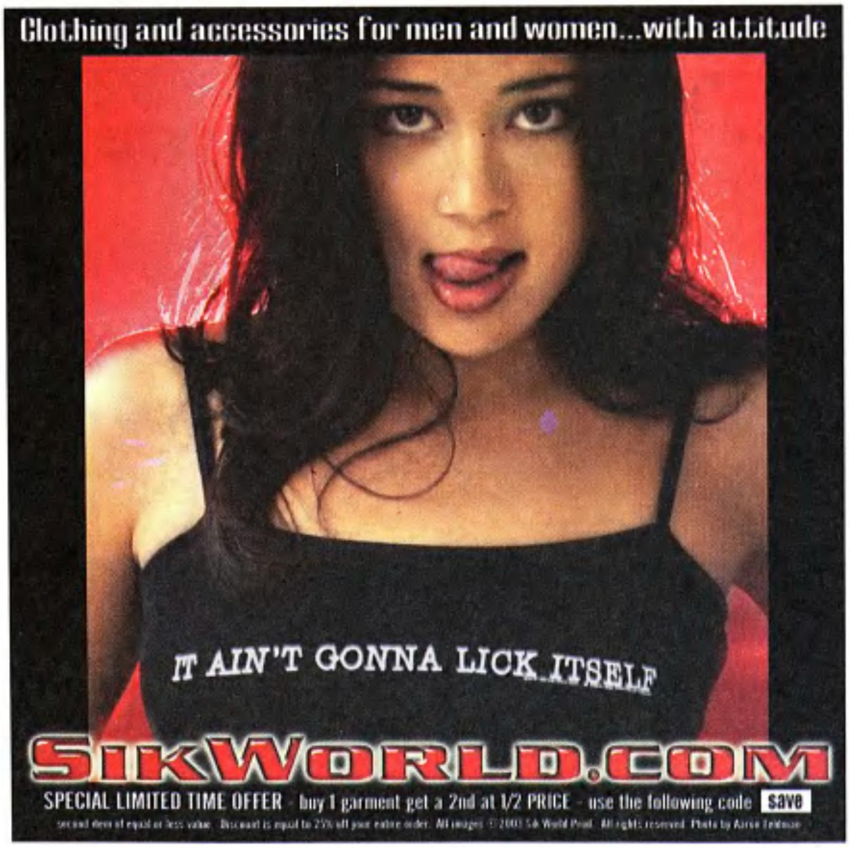
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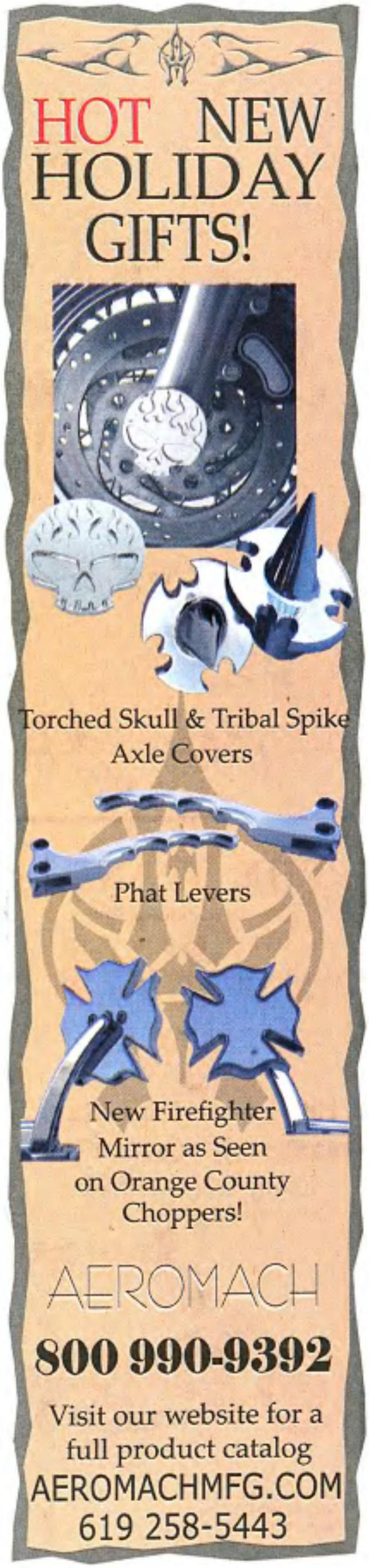
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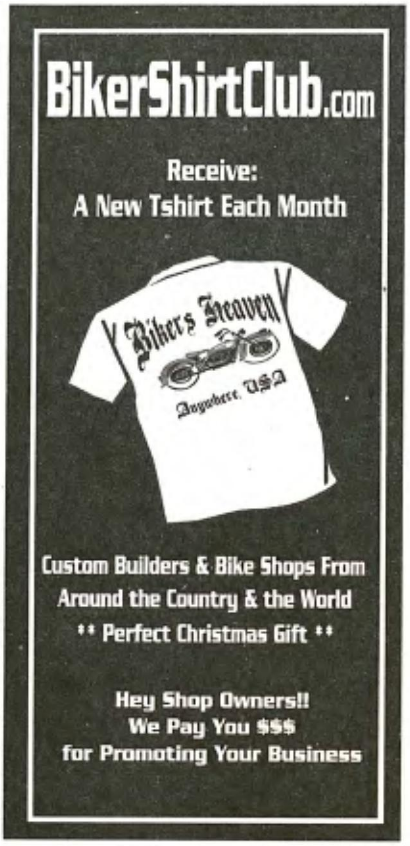

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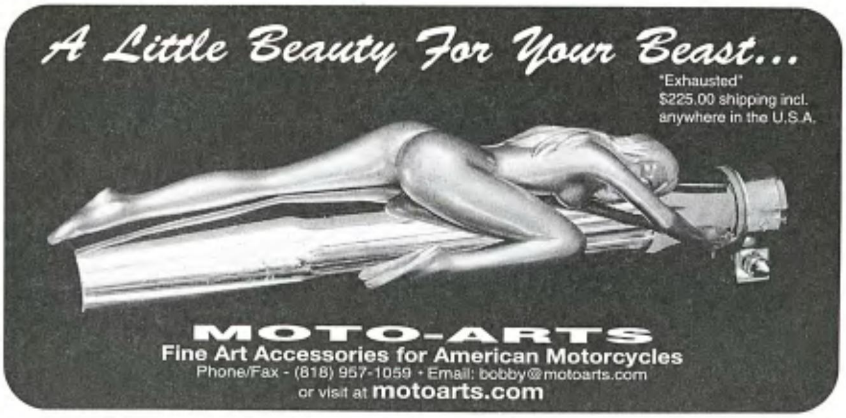

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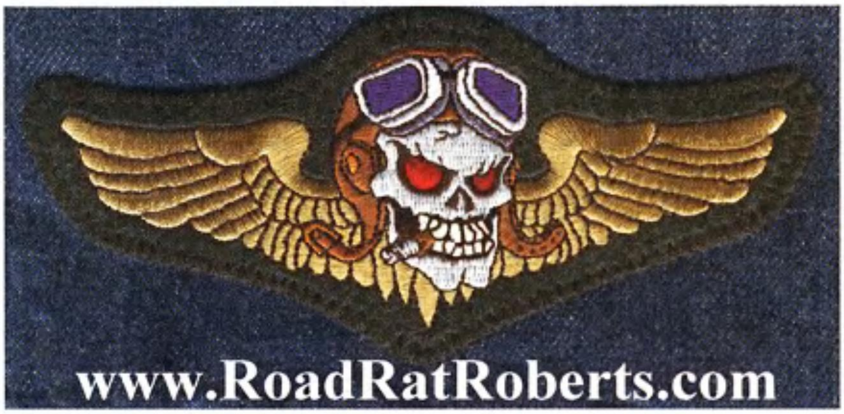

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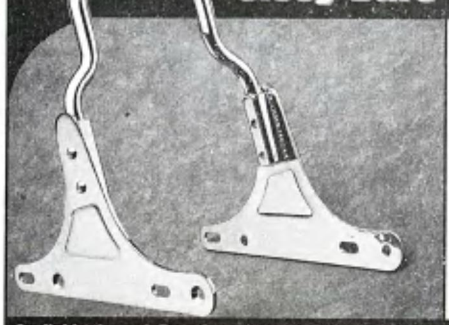

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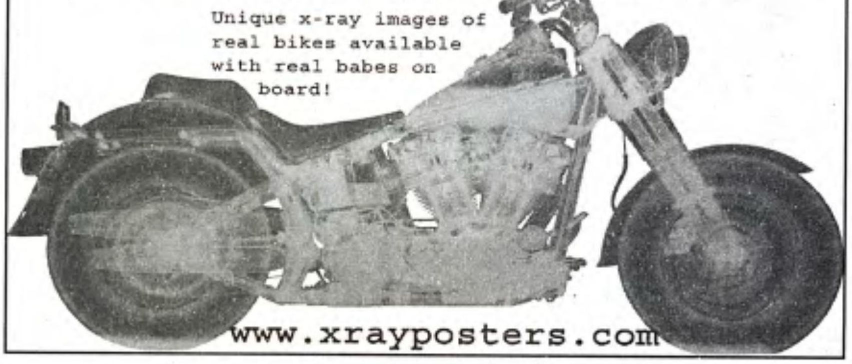

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Name ________________

Address ________________

City ________ State ________ Zip ________

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

BLOWN AWAY BY WOODY'S BLOWER TECHNOLOGIES' NEW SLIM DRIVE

A True Bolt On, This Stylish And Functional Blower Setup Will Breathe Fire Into Your Twin Cam

Always on the lookout for interesting new products to showcase, we stumbled on a cool performance item from Woody's Blower Technologies (WBT) while snooping around one of the vendor areas at the Sturgis Rally and Races this past summer.

Dubbed the Slim Drive, this compact supercharger was designed from the ground up specifically for Twin Cam-equipped Harleys. "We made a Harley blower that not only looks right, but substantially increases your Harley's performance. If you want to keep up with your buddies and their high-dollar, custom-built engines that aren't always reliable or easy to ride, get a WBT blower," says Woody, who's spent four years developing the supercharger. The unit was designed to be a true, bolt-on part that requires no machining and can be installed in an afternoon by the average home mechanic, using standard hand tools. According to Woody, if you can replace a side-cover gasket, you should be able to tackle this project.

Comparing the WBT blower to other setups for Harleys, Woody tells us that the Slim Drive's, mechanically-driven, centrifugal compressor design has an efficiency rating exceeding 90% versus approximately 45% for a roots-type blower. What this means is that for every psi of power-producing pressure the Slim Drive blower makes, it adds very little heat—a known enemy of air-cooled V-twins.

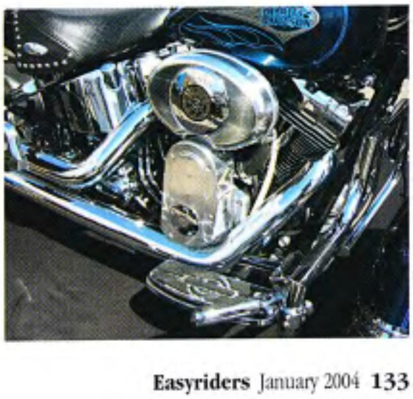
Speaking of cooling, the Slim Drive uses a self-lubricating system comprised of an integrated oil pump and a cooler—completely independent from the engine. For optimal operation, WBT advises changing the oil in the Slim Drive every time you service your engine.

The Slim Drive was engineered to develop most of its torque increase from 3,200 to 4,600 rpm right where you need it but also brings noticeable performance gains right from idle. WBT claims that bolting their Slim Drive on an otherwise untouched, stock engine can easily yield a 50% performance increase, bringing a 68 horsepower Twin Cam up to about 100 horsepower. The Slim Drive was designed to bring the engine's power curve up across the board, with no sudden peaks in delivery (as is the case with turbo systems,) and no need to rev the V-twin to the moon. Woody adds: "It's almost like having a much bigger motor, but without the added weight, vibration and expense."

Retailing at $4,995, WBT's Slim Drive fits Twin Cam 88 Harley-Davidson motorcycles using Delphi fuel injection (with more applications currently being developed,) and comes pre-assembled to ease installation. Allow three to four weeks for delivery. Each kit comes with detailed mounting instructions and fuel injection mapping.

Call Woody's Blower Technologies at 719-687-6444 or go to www.wbtinc.com.

—Lafayette



Photos: Ben Lamboeuf

1

HOW DO THEY DO THAT?
Getting Trick Paint The Trick Paint Way

In the November '02 issue of Easyriders *you met Jesse Welch at JW Design (www.trickpaint.com) and saw some of his excellent work. We get many positive responses to our Paint Tech articles and asked Jesse to tell us how he does what he does. Here's what he told us:*

In all the years I've been painting bikes and BS'n with riders, the most common question I get is, how do you do that? Well, here's basically how it's done at JW Design.

This project is going to be a candy red metal flake base with pearl orange flames filled with tons of little skulls and some steel-colored "ninja" flames to give the bike a real medieval look. The frame is also painted to match the sheet metal.

I won't bore you about the bondo, primer and blocking crap, although necessary, it's just not very interesting. First, I shoot the candy metal-flake red basecoat, which consists of a brilliant gold base. Now I shoot red-tinted clear, which looks like cherry Kool-Aid, along with some red metal flake to give the red a real kick.

Once all that is sprayed I shoot three coats of clearcoat to protect the base, then wet sand everything with 600-grit paper. Once sanded, it is ready for the design work.

Now it is time to lay out the orange flames (Photo No. 1). The key here is to balance the design and leave room for the steel flames. To do this I use 1/16-inch plastic tape, which bends around tight corners very well. I don't use any templates to create the design I just start laying down tape letting the shape of the tank dictate the design.

This is what the tank looks like after the flames are designed and the tank is masked off to protect the red base from over spray (Photo No. 2). I shoot the pearl orange for the flames using a small detail spray gun (Photo No. 3).

Once the orange dries I break out my trusty airbrush and start the multitude of skulls that will highlight the flames (Photo No. 4). To do this I use some

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orange candy (remember, orange Kool-Aid?) and just start drawing with the airbrush, again, no pre-planning, I just go with the feel of the design.

More than 10 hours, 200 skulls, two crossed eyes, eight cups of coffee and four aspirins later, I cover all this work with some clear coat to protect it. After all this cures for awhile I start the layout process for the steel flames. For the ninja flames, instead of using nice flowing lines of the classic flame design, I put some points facing forward and some extra loops to give these a real evil weapon "ninja" look. After everything is masked again I start with a silver base then add a little rust color to give them a real aged-steel look.

I grab my airbrush again to create some bevels to give the flames the sharp weapon look and also add some shadows for a real 3-D effect (Photo No. 5). I also airbrush bright highlights to give the steel flames some real flash. Then it's time for plenty of clear coat, using only urethane clear. I spray four coats, then wet sand it smooth using 600-grit wet paper, finally, I spray down three more coats of clear.

The finishing process starts with 1000-grit wet sanding then 2000 to get the surface perfectly smooth (Photos No. 6-7). After sanding I buff the tank using five different compounds, each finer than the last, then finally hand glaze the surface for that smooth-as-glass look.

Don't drop the finished product (Photo No. 8) !

This Classic Ironworks project went on to win not only the Best Custom Bike award at the 2003 Roadster Show in Seattle, but also took the Best Custom Paint trophy (Photo No. 9). Not just "show quality," but "show winning." —*Jesse Welch*

Source

JW DESIGNS
Wenatchee, Washington
509-664-1051
www.trickpaint.com

CLASSIC IRONWORKS
Redmond, Washington
425-820-1080

Photos: provided by Jesse Welch

We tend to think of motorcycle tires as merely a necessity. Costly and in pretty regular need of attention, particularly when compared to their automotive counterparts, they can almost be a nuisance. But bike tires have a much more difficult job than car tires—handling, accelerating, cornering at high speed and braking, all on a contact patch that's a fraction of an automobile's. And don't forget today's massive V-twins can really put a tire to the test, with power-to-weight ratios that can make a Viper look tame. And ask any brake manufacturer and he'll tell you that his brakes are only as good as the tire that they're stopping. Think about it.

As a result, tire companies have produced a wide variety of products that are designed with a specific use in mind. Aramid fibers similar to Kevlar are used for strength in the belts, and many of today's tire compounds contain silica to increase tire traction, while computers aid in tread designs that vary around the contact surface for the best traction possible, even when cornering. Everything from high-mileage touring tires that are good in the rain, to new behemoth radials meant for the baddest customs around—you want it, you got it.

Here's just a taste of what's available for you out there in the way of rad rubber. Luckily, many shops today specialize in motorcycle tires exclusively and they can help greatly when making a decision. You can also pick up handy fitment guides from the major manufacturers at your local bike shop.

—Boxcar

GUIDE TO TIRES

Metzeler ME880 280/35-18 Radial Rear Tire

Metzeler has just fired the biggest shot yet in the custom cruiser tire wars with its mammoth ME880 280/35-18 radial rear tire. Like its siblings, this new tire is a full-on, built-from-the-ground-up-radial employing Metzeler's patented zero-degree steel-belted radial construction, a construction that has proven to offer superior handling, performance and high-speed stability.

But perhaps the biggest benefit of Metzeler's Zero-degree steel belt for custom builders is that there's no tire growth or deformation at speed as with other constructions. Metzeler techies say a builder can take the maximum-diameter number for a given tire and mount a fender as close as 1/4-inch from the tire with "no problems or worries about the tire deforming and chewing up the fender." The new 280s measuring rim is 10 inches, although 9- to 10-inch rims are permitted.

Log onto www.us.metzelermoto.com, or contact: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162.

Metzeler's New V-Rod Radials Add A Larger Z-Rated Rear

One of Metzeler's prime "V-twin Upgrade" tires (shown above) is its brand new ME880 radial developed specifically for the Harley V-Rod. A new, larger 200/50ZR-18 Z speed-rated upgrade rear has now been added. These tires feature Metzeler's patented zero-degree steel-belted radial that has been proven to deliver a more stable contact patch was designed to enhance the bike's handling, cornering, and stability. They carry a V-speed rating and Metzeler's best-selling ME880 tread pattern. The ME880 tread was chosen to tie the V-Rod visually into Metzeler's other Harley tires.

Note that Metzeler makes both V and Z-rated 180 rears, so Metzeler wants dealers and riders to check the requirements for their bikes. The brand new, larger 200/50ZR-18 rear is designed to give that meaty, wide-tire muscle look to the stock rims, with the same excellent radial construction and performance as the OE-replacement rear.

Log onto www.us.metzelermoto.com, or contact: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162.

Metzeler's Brand-New 18-Inch Me880 Tire Made For Custom Harley Baggers

Metzeler's ME880 cruiser/touring tire now comes in a 140/70-18 front and rear combination designed for Harley custom bagger applications. The new blackwall tire is the same diameter as the standard 130/90-16, but the new lower profile 18-incher cuts down on the amount of rubber that's showing. This allows custom builder to use larger 18-inch wheels to "move the chrome right up into the fender well." The new tire will have a bias-ply front and belted rear.

Metzeler says the new tire is designed for specific custom bagger applications that currently use Metzeler's older ME1 Comp-K racing tire. "The Comp-K doesn't have the load-range capacity required for the larger, heavier bikes because it's a road-racing tire built for lightweight race bikes," said Jeff Johnston, Metzeler North America's senior product specialist. "So riders and builders who use them don't get the mileage or performance they expect. The racing carcass and compound give out too soon under the bagger's weight. The

new tire will have the load range and construction to suit this application perfectly, and deliver the handling, performance and mileage they should expect from a Metzeler upgrade."

Log onto www.us.metzelermoto.com, or contact: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162.

Avon Speedmaster

Here's a true classic that has the looks and performance to match. Positive steering and good lateral stability make the Speedmaster (left) a popular front tire. The Speedmaster is S-rated for speeds up to 113 mph, and features a timeless style that fits choppers like a glove. Continuous, siped and interrupted ribs in the tread give the Speedmaster very good braking and handling characteristics. The Speedmaster front tire comes in blackwall and is the ideal complement to the SM MKII rear tire.

Contact Avon at 800-624-7470 or www.avontyres.com, or check 'em out at your Custom Chrome dealer today.

Avon Venom Wide Tires

Avon has created some of the widest rear motorcycle tires available today—they can be seen on many of our featured bikes. The wide Venom tires feature low-profile sidewalls that let you show off your custom wheels.

Contact Avon at 800-624-7470 or www.avontyres.com, or check 'em out at your Custom Chrome dealer today.

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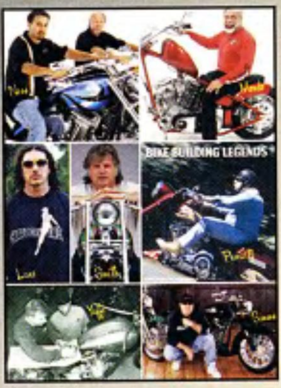

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Avon Roadrunner AM20 & AM 21

Avon's new generation of their legendary Roadrunner tire is designed for both the cruising and touring rider. Roadrunners are high-mileage, H-rated tires that run cooler, last longer under heavy load and feature deep, high-mileage tread grooves in the central pattern area where tires wear the quickest. The AM20 and AM 21 Roadrunner tires are available for both front and rear wheel applications on your favorite bike.

Contact Avon at 800-624-7470 for more information.

Dunlop D402 Touring Elite II Wide Whitewall

American-made Dunlop tires take the technology of both the K291T and the K491 Elite G/T into the future. In addition to superb engineering, the most unusual feature of these tires is the wide, white sidewall, preferred by many riders for its nostalgic appearance. The Touring Elite IIs are fitted as Original Equipment to 1993 and later FLSTN Heritage Softail models, but are approved for use on many models as far back as 1980.

Wet-weather performance is enhanced by a unique tread pattern that has more continuous grooves for greater water dispersion. The three-ply polyester carcasses are reinforced with two fiberglass belts, and a new rubber compound used in the tread is said to improve rear tire mileage by up to 50% over the K291T. This tire is compatible with tubes or can be mounted tubeless.

See your local Custom Chrome dealer for more information.

Continental Milestone Whitewalls

These high-mileage Conti Milestones are engineered for heavy touring and cruiser bikes. Made of the newest silica compound and the latest casing technology, these tires offer exceptionally high mileage, great wet-weather grip, load-carrying capacity and deliver a more comfortable "tunable" ride.

Visit Continental's Web site, www.conti.de, for more info.

Continental Conti Tour

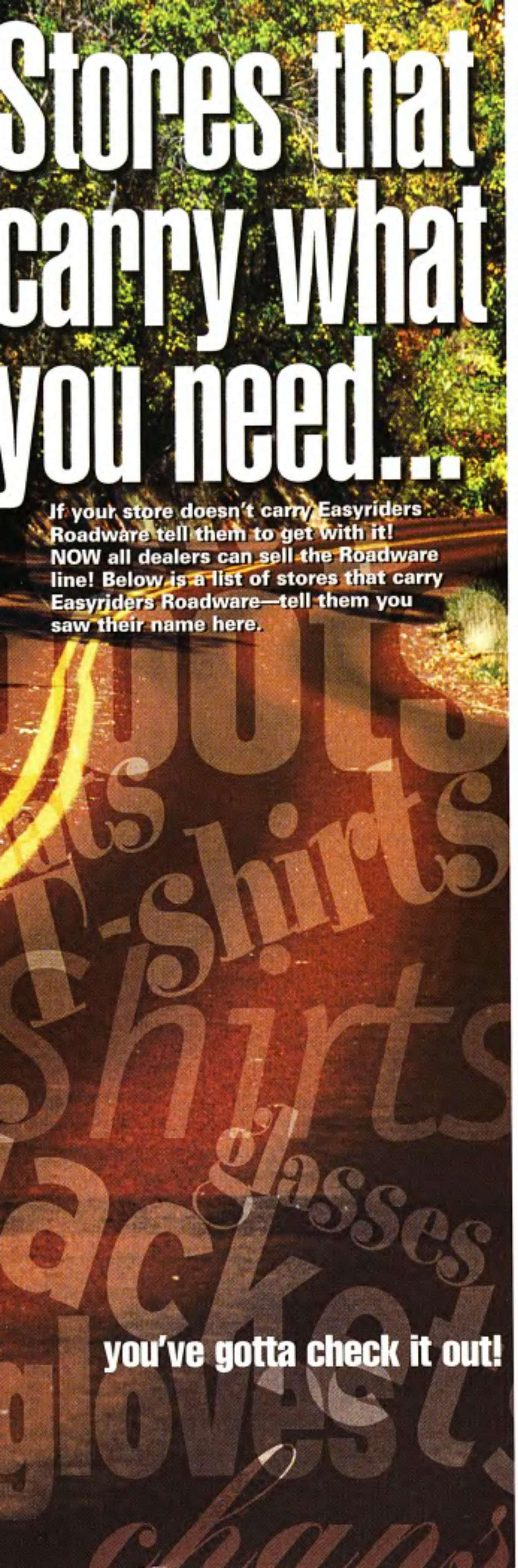
Designed for heavyweight motorcycles, the Conti Tour is great for all-day riding with excellent wet road grip and braking ability. Two belts and three sidewall plies provide excellent straight-line stability, and help take the wiggle out of those annoying rain grooves. Tube and tubeless compatible. The 3.00H x 21-inch is an ideal replacement for all front 21-inch tires.

Visit Continental's Web site, www.conti.de, for more info.

Michelin Commander

The Michelin Commander tire has been specifically designed for American V-twin applications. Each front tire's handling is tailored to its size by using a unique combination of profile and casing design. Michelin uses Aramid fibers that control centrifugal growth better than older fiberglass belts do. The Michelin Commander tire is available for both the front and rear of your bike.

Michelin's motorcycle tires are available through your Custom Chrome dealer or check out their Web site: www.michelin.com for more info.



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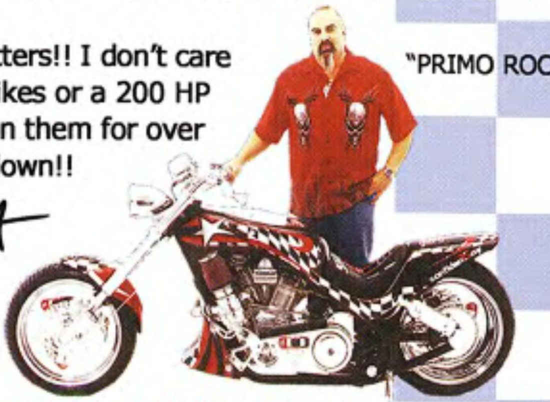

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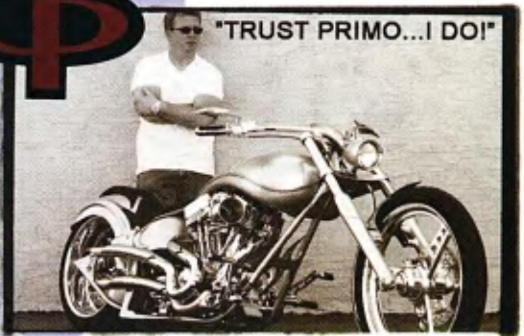

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ReadersRides

Damian Falso
Lantana, Florida
2001 Softail Custom

As superintendent of equipment maintenance at a local golf course, Damian has access to some terrific tools and a mechanic named Larry Cane. But Damian and Larry do more than maintain and fix. They also customize. And they fabricate. And they put together some nice bikes on the side, when they're not busy maintaining and fixing.

Like this cool little ride Damian calls his own. "I stripped it all down and raked it to 41 degrees," he says, maintaining that Larry was crucial in the process of customizing this bike. "I built the risers and the handlebars in one piece from steel, to match the grips Arlen Ness makes with the circles in them, as well as the foot pegs."

Claiming that Larry was the main fabricator during this project, Damian also says, "We put the one-piece Jesse James tank on there and cut the fenders real short and to a point. I put a cam in the 113-inch engine and a 72-tooth pulley on the rear. I chromed everything on it. The funky looking, 2 1/4-inch aluminum chromed intake is brought through the frame to the other side, with a K&N air filter on it. The seat was custom-made by Danny's Upholstery with leather flames that light up purple at night. It's all black with red flames, and the pipes are black. There's black header wrap with just the tips chromed, and everything's custom."

And if that's not enough for ya, how about this little extra touch? "We actually took quarter-inch steel and cut out Maltese crosses and welded them to the side of the oil tank and I molded them in," Damian proudly states.

"Wait a gosh darn minute!" the astute reader says by now. "What the holy hell's Tripper babbling about this time? This ain't the bike he's yakking about."

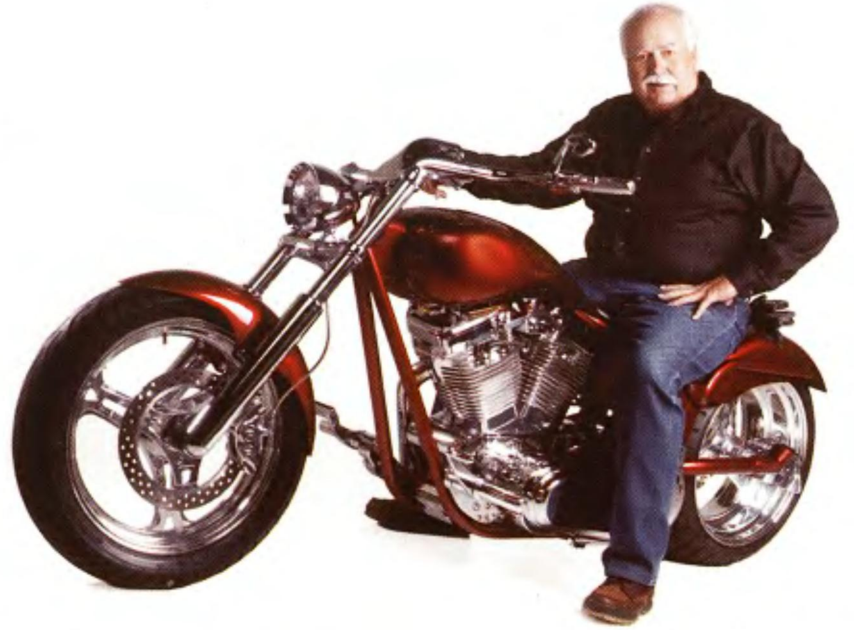
And right you are. Of course, the bike you're looking at here has undergone some drastic changes during the year we've had to drool over it. Maintains Damian, "I wanted to have something different that nobody else has, and that's why I did it over again."

—Tripper

Photos: owner

ReadersRides

Bruce Burton
Albuquerque, New Mexico
2002 Special Construction



As the owner of the former Easyriders of Albuquerque store in, you guessed it, Albuquerque, Bruce has ample opportunity, reason and the wherewithal to build some kick-ass bikes. Now called Rio Grande Big Dog, Bruce's store not only has an apparel department and the usual motorcycle showroom, it also has a custom shop where bikes like this come to life.

This beauty, since we happen to have a picture of it to show you, is framed very nicely by Daytec and highlighted by the 121-inch TP Engineering motor resting so cozily within the frame's sturdy realm, accented by a Baker right-side transmission. A lot of the work was done by the folks at Gearheads, like the plugs for the primary (since it is a right-side drive), the motor mounts, the foot pegs, the grips… "It's got a Danny Gray seat, one-of-a-kind handlebars made by Klymax in Las Vegas, and the pipes were made by a guy named Marty Wilcox, who builds exhaust systems for a lot of racecars in Phoenix, Arizona."

The talented folks at Squeege's, also in Phoenix, laid down the paint. "The shop is pretty well-known in hot rod circles," Bruce says, "but not so much among motorcyclists. They also extended the gas tank and did some extensive body and sheet metal work."

The whole assembly, on the other hand, was done in-house and "for that, we've got one guy, Pete Rumschlag, who handles everything," Bruce says. "He's the master. I just gave him free reign with my bike, and he built a winner."

And a winner it was, because at the Easyriders Bike show in Dallas last year, Bruce's bike rolled away with a first place in the Street Bike category. "We also got a first place at the Laughlin River Run last year," he says proudly.

While at the Four Corners Run this year, Bruce got an offer he couldn't refuse and the bike changed owners. And now, Bruce is already well on his way to something really radical.

—Tripper

Photos: owner

Chris Burko
Agoura Hills, California
2002 Triumph Bonneville

"I'm committed," Chris informs us. Contrary to what you might think, he wasn't talking to us from some rubber cell in the insane asylum known as Southern California. Quite unrestrained by any straight jacket, Chris instead referred to his inclination toward, and passion for, the Trumpet. "I've been into them since I was about 18 or so," Chris says about his beginnings, "and I got a '66 back then that was pretty much stripped and that I had rebuilt."

It all started, he says, with the quintessential biker movie of the '50s, *The Wild One*. "Marlon Brando rode a Triumph in it, and I thought it was the coolest thing," Chris tells us.

Over the years, he graduated to this beauty, which he purchased when it was brand-new, because Chris knows Triumphs "are such hard runners, and you can't ride 'em all the time. You gotta wrench on them a lot."

So when Triumph introduced the retro Bonneville, Chris was immediately smitten. At last, the best of both worlds: old-style looks and new-age technology. "I didn't really like them at first, but I found this one, with the really cool-looking paint scheme and everything."

In particular, Chris refers to the orange and silver paint scheme and the fact that "it's the 100-year anniversary model, I thought it would make a good collector's item."

Unlike a collector's item, however, this one doesn't collect dust in some specially set-aside room. Chris likes to ride it, which suits the spirit of why Triumphs were built in the first place, back in 1902.

But it is also a good reason why Chris decided to keep it stock. "The only thing I've done so far is put on off-road pipes," he says. "They're a little louder and give it a few more horsepower."

And that, dear reader, is a good enough reason for some folks to be committed. *—Tripper*

Photos: Kim Peterson

Dan "Rake" Johnson
Round Lake, Illinois
2003 Fat Boy

Rake's a lucky sonuvabitch. "I've got a beautiful wife, her name is Jean Harlow, just like the actress, only even more beautiful. And she supports everything I do," he says. And when you're married to someone like that and your job has to do with erections and stuff (Rake works as an erecting and dismantling manager), life's got to be good. Add to that a couple of Harleys in your garage, and you've got yourself a veritable nirvana. And Rake Johnson agrees.

But we don't really care about how good Rake's life is. So instead, let's talk about Rake's ride.

"The stock motor's been punched out to 95 cubic inches, and I've got a big bore kit in it with polished and ported heads," Rake says, changing the topic to something that really matters. "There's an S&S carburetor, and I've got the 2 1/2-inch Shorty drag pipes on it. Lakeshore Harley-in Libertyville, Illinois, did all the work

for me.... It runs real strong." Right on, Rake.

Jean Harlow, huh? Why didn't the sonuvabitch send us any pictures with her on the bike? Does anybody really care about this damn bike? We've got so many friggin' bikes in this mag!... *(Stop givin' Rake a hard time Tripper and get back to the bike. —Ed)*

Unperturbed, Rake continues to go on about his bike. "The paint was done by T. S. Customs in Waterford, Wisconsin. He copied a tattoo I had on my arm, and he did just an incredible job with that."

Yeah, yeah, so what? I'd rather talk to Jean at this point and..."I got chrome wheels on there, 'cause I want the Fat Boy look," he interrupts my train of thought. "I wanted the Fat Boy headlight, the solid rims, but I'm so glad I didn't keep the anniversary paint job because when I was in Milwaukee, there were thousands of them, and they all looked just alike...."

I'm sorry, who looked alike? What's he saying? I'm not paying any attention anymore. Instead, I'm imagining myself riding with Jean Harlow...down Highway 1...erecting and dismantling... *(That does it Tripper, lay off the damned Jack Black. —Ed)*

—Tripper

Photos: owner

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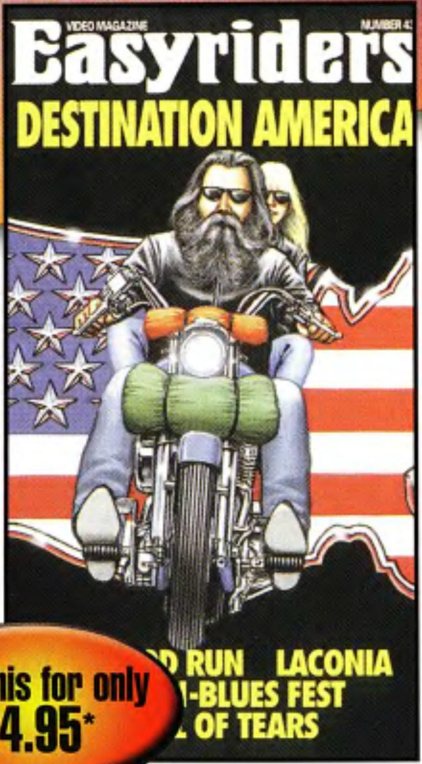

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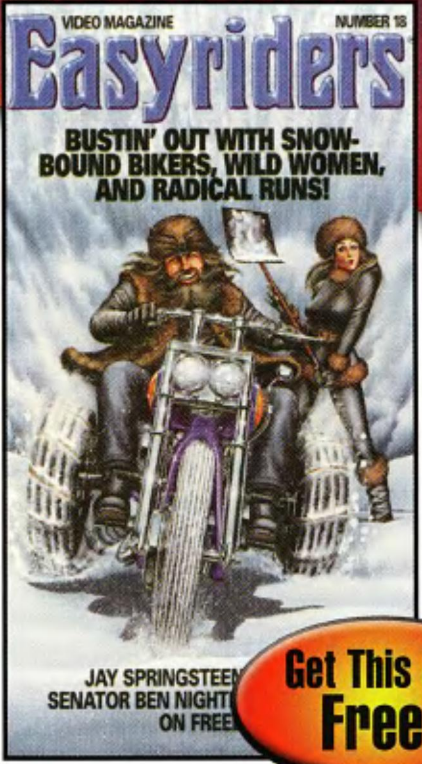

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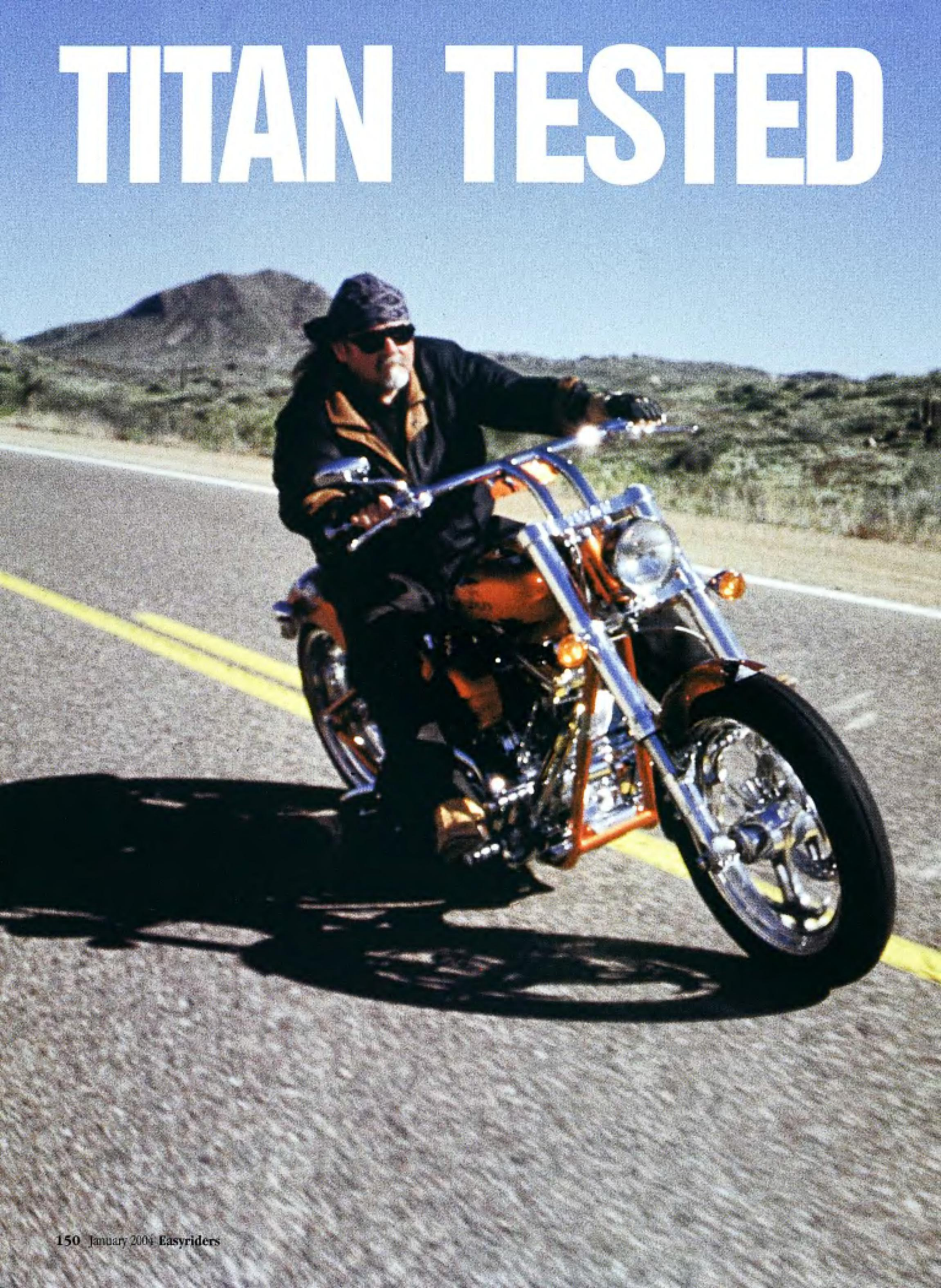


THE PHOENIX HAS RISEN...AGAIN

Back in the early '90s, an interesting phenomenon occurred in the bike world. Suddenly riders began to flock to Harley-Davidson dealers in search of a piece of America's new wunderkind. Having risen from the ashes of both crummy management and a less than mediocre product that was being sold in the '70s, Harley began their ascent in mid-'80s by introducing the Evo engine, the FXR and then the Softail chassis. For better or for worse Harleys were beginning to become sought after by a whole new "demographic." But as this happened a void was opening up. Entrepreneurs out there realized there was a huge gap to fill.

Purchasing a new Harley, other than a Sportster perhaps, involved putting your name on a waiting list and with any luck—no, a lot of luck—you'd be in the wind in a year or so.

Taking stock of the situation, several crafty folks out there noticed that there was every part necessary to construct a V-twin-powered motorcycle direct from the burgeoning aftermarket. Through the years, every single part of a Harley had been faithfully reproduced, and some of the pieces were actually better than what Milwaukee was offering. For one thing, S&S was building motors that just flat-out kicked ass on a stock Evo, and billet aluminum was becoming prevalent in many forms as a lighter, stronger and better-looking alternative to steel or castings.

One of the first companies to put the 2+2 of this together was Arizona-based Titan. These guys chose the best of the best—from the Daytec frames they used, to the S&S 96-inch mills. They offered both softail-style frames and went Harley one better by offering a rubber-mount chassis that retained the FXR-type mounts as opposed to the new Dyna that Harley was offering as a replacement to the deleted FXR line.

What they did wrong, apparently, was not do their homework in marketing and, near the end, "quantity over quality" became the mantra and reliability became an issue. Starters failed, wires fried from being routed incorrectly and wimpy single-row ball bearings in the billet wheels failed in a hurry under the torque loads delivered by the beefy S&S mills. It didn't matter how beautiful the bikes looked if they had to sit in a shop waiting for replacement parts. As a result Titan closed their doors.

Enter Don Proudfoot. Don saw that there was a great product to be had in the Titan and he had the business acumen to grab the bull by the horns and breathe new life into the once-failed company. Sticking with most of the original winning parts, and retaining the two best models, the Phoenix and the Gecko, he forged ahead employing the company's original philosophy of one man, one bike. That is, each machine is hand-assembled by one individual, who's responsible for the entire bike, including testing and de-bugging.

In Laughlin, Nevada, this year, we had a chance to put the newly reborn Titan through its paces on the wide-open spaces outside the desert party zone. And if this bike is any indication of what's going on in the desert, the Phoenix may have truly risen from the ashes...again!

—Boxcar

TITAN
TITAN

General

Fabrication: ....Titan
Year and make:..............2003 Titan
Model: ....Gecko
Assembly: ....Titan
Time: ....now

Engine

Year: 2003
Builder:...........................S&S/Titan
Ignition: ....Titan
Displacement: ....107cubic inches
Cam: ....S&S
Intake:.......................S&S Super G
Pipes:...........................Supertrapp

Transmission

Year: ....2003 Titan

Painting

Painter: ....Airea 5150
Color: ....copper w/checker tear-through
Type:...................................lacquer
Special paint: ....Airea 5150

Frame

Year:............................2003 Daytec
Type: ....softail-style
Rake: ....36 degrees
Stretch: ....none
Shocks: ....Progressive Suspension

Accessories

Handlebars: CCI
Risers: CCI
Handlebar controls: ....chrome
Fenders: ....two
Headlight: ....quartz
Taillight: CCI
Speedo: ....Titan
Pegs: ....Titan
Foot controls:..........................Titan
Gas tank: 5-gallon
Oil tank:...........................3.5-quart
Seat: ....solo
Mirrors:....................................CCI
Grips: ....Titan
Oil system: ....S&S

Front end

Type: ....wide glide
Builder:...................................Titan

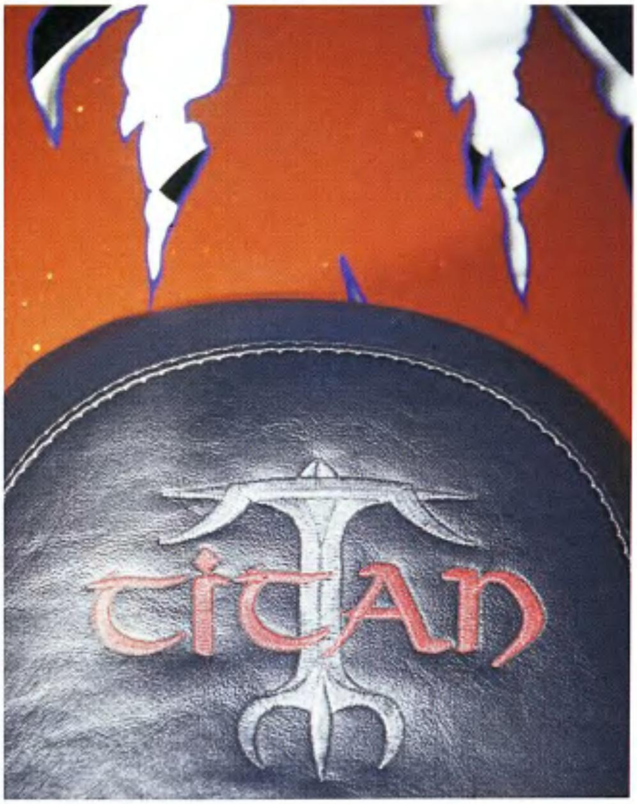
Wheels

Front

Make: ....Titan
Size: ....21 inch
Tire: ....Avon
Brake: ....Performance Machine

Rear

Wheel: ....Titan
Size: 16-inch
Tire: ....Avon
Brake: ....Performance Machine
Photos: ....Dennis Carver



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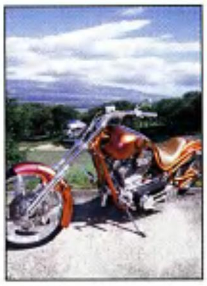
ComingAtYa

The February issue of ***Easyriders*** (No. 368) brings you the best coverage of Daytona's Biketoberfest celebration. In the bike garage we'll feature a sleek knucklehead chopper by Tommy Eriksson, a red demon racer by Tempest Cycles, the latest wide rear belt pro-street from Rivera Engineering, a smooth Xtreme Machine chop job, and a trio of red, white and blue marvels by Milwaukee Iron.

In the Tech shed we'll bring you a complete Guide to Aftermarket Brakes for your ride.

A 32-page bonus on the newsstand shows off every custom bike presented in *Easyriders*, *V-Twin*, *In The Wind*, and *Biker*, during 2003. That oughtta get you ready for our Easyriders Bike Show season! It's all coming your way in our February issue. *On sale January 6, 2004*



The January issue of ***V-Twin*** (No. 33) rings in the new year with 10 tempting custom cruisers and choppers! We'll ride in the Fallen Heros Run for a good cause, check out the Big Dog Dealer's Show and meet the moto-marvels of Japan's Zero Engineering. Our master builder in this issue is living legend Donnie Smith and our Industrry Profile introduces you to Greg Hoeve of Ego Tripp wheels. Since winter is well on the way we'll showcase Harley-Davidson's awesome new winter Motor Clothes to keep you warm, offer up a bad-to-the-bone Brake Guide and go behind the scenes at Legend Air Suspension and Primo Belt Drives. Our 32-page outsert on newsstands brings you seven Bike Building Legends, from Arlen to Yaffe. All this and more is roaring your way in the next *V-Twin*! *On sale December 16.*

Did you know that Paul Yaffe builds something other than those flashy show-winnin' bikes? It's true and it'll be in the January issue of ***Biker*** (No. 216). Harley's 100th Anniversary and Christmas shit too. *On sale November 18.*

The March 2004 issue of ***In The Wind*** (No. 116), goes to the Sturgis Rally and to Milwaukee for H-D's 100th birthday blast. See Dan Blevins' rigid Pirate Pan, and get two outserts (newsstand only): *Ghostrider* poster and H-D's party. *On sale December 2.*

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January 3rd
Fairplex

Portland, Oregon
January 10th
Oregon Convention Center

Sacramento, California
January 17th
Sacramento Convention Center

Charlotte, North Carolina
January 24th
Charlotte Convention Center

Memphis, Tennessee
January 31st
Memphis Cook Convention Center

Louisville, Kentucky
February 7th
Kentucky Intl. Convention Center

Columbus, Ohio
February 13th, 14th, 15th
Veterans Memorial

Dallas, Texas
March 20th
Dallas Fairpark

Denver, Colorado
March 27th
Denver Convention Center

Kansas City, Missouri
April 3rd
Bartle Hall

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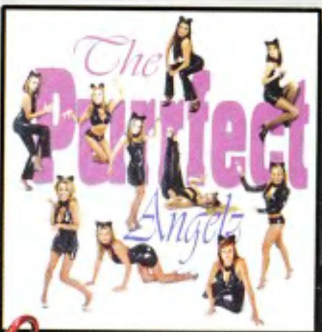
See these master builders at select shows, hear about their customizing and check out their latest creations. Go to www.easyridersevents.com for appearance information.



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